SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

199

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, July 22, 1928, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager

T. F. ROWLANDS,
Superintendent.

EASTWARD

FIRST CLASS

Time Table No. 199

July 22, 1928

Capacity of sidings in car lengths	18	26	2	130	48	20	50	46	40	56	28	30	52	42	24	36	34	124	58	Distance from San Francisco.		STATIONS	
	Cascade	Owl	San Francisco Overland Limited	Martinez Passenger	El Dorado	Pacific Limited	Fresno	Sacramento Passenger	Senator	Tehachapi	Gold Coast Limited	Governor	San Joaquin	Calistoga, San Ramon Passenger	Sierra	Stockton Passenger	Sacramento Passenger	Avon Passenger	Sequoia				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily				
	6.20PM	6.00PM	6.00PM	5.20PM	5.00PM	4.00PM	3.40PM	2.40PM	1.00PM	11.40AM	11.00AM	10.00AM	8.40AM	8.00AM	7.40AM	6.40AM	6.00AM	6.00AM	11.40PM	0.0		SAN FRANCISCO 3.5	Oakland Ferry
	6.38	6.18	6.18	5.38	5.18	4.18	3.58	2.58	1.18	11.58AM	11.18	10.18	8.58	8.18	7.58	6.58	6.18	6.18	11.58PM	3.5		OAKLAND PIER	
BKWI P	6.45PM	6.27PM	6.25PM	5.45PM	5.25PM	4.27PM	4.05PM	3.05PM	1.25PM	12.07PM	11.30AM	10.25AM	9.05AM	8.27AM	8.05AM	7.04AM	6.27AM	6.25AM	12.10AM	3.5	Block Signals	TO-R OAKLAND PIER 1.4	Double Track
Yard BKWFITY P																				4.9		TO-R WEST OAKLAND 0.6	
P Interchange	s 6.51	s 6.33	s 6.31	s 5.51	s 5.31	s 4.33	s 4.12	s 3.13	s 1.31	s 12.15	s 11.36	s 10.30	s 9.11	s 8.33	s 8.11	s 7.10	s 6.33	s 6.30	s 12.16	5.5		OAKLAND (16th Street) 1.1	
P																				6.6		EMERYVILLE 0.4	
IP																				7.0		SHELLMOUND 0.4	
																				7.4		PARAFFIN 0.4	
55 West P																				7.8		STOCK YARDS 1.4	
P	s 6.59	s 6.42	s 6.39	s 5.59	s 5.39	s 4.41	s 4.22	s 3.22	s 1.39	s 12.25	s 11.45	s 10.38	s 9.19	s 8.41	s 8.19	s 7.18	s 6.41	s 6.38	s 12.26	9.2		BERKELEY (University Ave.) 1.5	
				f				f									f			10.7		FLEMING 0.5	
																				11.2		NOBEL 0.4	
				f				f												11.6		VIGORIT 1.5	
87 East P				f				f									s			13.1		STEGE 1.9	
P	7.07	6.50	6.47	s 6.07	s 5.47	4.49	s 4.33	s 3.35	s 1.47	s 12.35	11.54AM	s 10.48	s 9.27	s 8.49	s 8.27	s 7.27	s 6.51	s 6.47	s 12.36	15.0		RICHMOND 1.6	
148 East W P Interchange				f 6.10				s 3.38		12.37				f 8.52			s 6.54			16.6		SAN PABLO 2.3	
P				f				s						f		s				18.9		GIANT 0.9	
48 East 52 West P				f													f			19.8		SOBRANTE 1.7	
				f																21.5		KRIEGER 1.5	
74 West P	7.17	7.02	6.57	s 6.20	5.57	5.01	s 4.43	s 3.50	1.57	12.47	12.04PM	11.00	9.37	f 9.03	8.37	7.39	s 7.05	s 6.59	f 12.48	23.0		PINOLE 0.8	
45 East P								f								s	f	s		23.8		HERCULES 1.7	
P				s 6.24			s	s 3.55				f				s	s	s		25.5		RODEO 0.9	
69 East P				s			f	s				f				s	s		f	26.4		OLEUM 0.7	
43 East W				f			f									f			f	27.1		TORMEY 0.4	
46 West P				s				s						s		s	s	s		27.5		SELBY 0.5	
55 West P	7.25	7.12	7.05	s 6.33	6.05	5.11	s 5.00	s 4.05	2.05	s 12.57	12.13	11.12	9.45	s 9.20	8.45	s 7.51	s 7.20	s 7.10	12.59	28.0		VALLEJO JCT. 1.0	
210 West P				s 6.36			s 5.09	s 4.09	f	s 1.01		s 11.15		s 9.22		s 7.55	s 7.24	s 7.14	s 1.03	29.0		CROCKETT 1.1	
62 West P				f										f		f		f		30.1		ECKLEY 1.0	
Yard BKWFIT P	s 7.30PM	s 7.20PM	s 7.10PM	s 6.43PM	s 6.10PM	s 5.20PM	s 5.13PM	s 4.15PM	s 2.10PM	s 1.07PM	s 12.20PM	s 11.20AM	s 9.50AM	s 9.27AM	s 8.50AM	s 8.02AM	s 7.30AM	s 7.25AM	s 1.08AM	31.1		TO-R PORT COSTA 1.3	Benicia Ferry
	8.00PM		7.40PM		6.35PM	5.55PM		4.35PM	2.30PM		12.55PM	11.45AM			9.10AM		8.00AM			32.4		BENICIA	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily			(27.6)	
	(0.45)	(0.53)	(0.45)	(0.58)	(0.45)	(0.53)	(1.08)	(1.10)	(0.45)	(1.00)	(0.50)	(0.55)	(0.45)	(1.00)	(0.45)	(0.58)	(1.03)	(1.00)	(0.58)			................Time over District	
	36.80	31.25	36.80	28.55	36.80	31.25	24.35	23.65	36.80	27.60	33.12	30.11	36.80	27.60	36.80	28.55	26.28	27.60	28.55			................Average speed per hour	

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.
Track No. 1 between San Pablo and Shellmound Tower not protected by block signals.
At Vallejo Junction No. 40 reduce speed to 10 miles per hour to dispatch mail.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined to or Beyond
20	Richmond	Reno.
26	Richmond	Fresno
28	Richmond	Ogden
28	Any Station	Cheyenne

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	To	For Passengers To or From
34	Certain-teed Pro. Co.	Receive or Discharge	Any Station
42	Certain-teed Pro. Co.	Discharge	Any Station

ADDITIONAL REGULAR STOPS

Train	At	Frequency
42	Oleum	Sunday only

WESTWARD

Time Table No. 199

July 22, 1928

FIRST CLASS

STATIONS		Distance from Port Costa	13	21	57	19	123	25	1	9	7	81	11	47	39	49	27	29	43	23	55	17
			Oregonian	Tahoe	Sequoia	Pacific Limited	San Francisco Passenger	Owl	San Francisco Overland Limited	Fast Mail	Coach Special	San Francisco Passenger	Shasta	El Dorado	Senator	Fresno	Gold Coast Limited	Governor	San Francisco Passenger	Sierra	Tehachapi	Cascade
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SAN FRANCISCO 3.5	Oakland Ferry	31.1	7.30AM	7.50AM	8.10AM	8.30AM	8.30AM	8.50AM	9.10AM	9.30AM	9.50AM	10.10AM	10.30AM	11.30AM	1.30PM	1.50PM	2.30PM	3.30PM	6.10PM	6.10PM	6.50PM	8.15PM
OAKLAND PIER		27.6	7.12	7.32	7.52	8.12	8.12	8.32	8.52	9.12	9.32	9.52	10.12	11.12	1.12	1.32	2.12	3.12	5.52	5.52	6.32	7.53
TO-R OAKLAND PIER 1.4	Block Signals Double Track	27.6	s 7.00AM	s 7.20AM	s 7.38AM	s 8.00AM	s 8.07AM	s 8.20AM	s 8.38AM	s 9.02AM	s 9.20AM	s 9.45AM	s 10.00AM	s 11.05AM	s 1.05PM	s 1.25PM	s 2.00PM	s 3.05PM	s 5.40PM	s 5.45PM	s 6.20PM	s 7.43PM
TO-R WEST OAKLAND 0.6		26.2																				
OAKLAND (16th Street) 1.1		25.6	s 6.50	s 7.09	s 7.25	s 7.50	s 8.00	s 8.13	s 8.27	s 8.50	s 9.13	s 9.36	s 9.53	s 10.55	s 12.55	s 1.18	s 1.50	s 2.58	s 5.27	s 5.38	s 6.12	s 7.34
EMERYVILLE 0.4		24.5																				
SHELLMOUND 0.4		24.1																				
PARAFFIN 0.4		23.7																				
STOCK YARDS 1.4		23.3																				
BERKELEY (University Ave.) 1.5		21.9	s 6.40	s 6.59	s 7.13	s 7.40	s 7.52	s 8.03	s 8.14	s 8.16	s 9.04	s 9.26	s 9.44	s 10.45	s 12.46	s 1.09	s 1.37	s 2.49	s 5.18	s 5.29	s 6.02	s 7.24
FLEMING 0.5		20.4					f					f										
NOBLE 0.4		19.9																				
VIGORIT 1.5		19.5										f										
STEGE 1.9		18.0					f					f										
RICHMOND 1.6		16.1	s 6.30	s 6.49	s 7.02	7.30	s 7.43	7.53	8.03	8.08	s 8.55	s 9.14	9.35	s 10.35	s 12.37	s 1.00	1.27	s 2.40	s 5.08	s 5.20	s 5.52	7.14
SAN PABLO 2.3		14.5	6.28	6.46	6.57	7.27	f 7.38				8.52	f 9.12		10.33	f 12.35	12.58	1.25	2.37	s 5.05	5.18	5.49	
GIANT 0.9		12.2			f		s					s							s			
SOBRANTE 1.7		11.3										f										
KRIEGER 1.5		9.6										f										
PINOLE 0.8		8.1	6.18	6.36	6.47	7.17	s 7.28	7.42	7.50	7.58	8.43	s 9.00	9.24	10.23	12.26	12.48	1.15	2.28	s 4.55	5.08	s 5.38	7.03
HERCULES 1.7		7.3					f					f							f			
RODEO 0.9		5.6					s					s							s		s	
OLEUM 0.7		4.7					s					s							s		f	
TORMEY 0.4		4.0					f					f							s		f	
SELBY 0.5		3.6					s					s							s			
VALLEJO JCT. 1.0		3.1	6.08	6.24	6.37	7.05	s 7.12	7.33	7.40	7.50	8.33	s 8.45	9.15	10.13	12.17	s 12.38	1.05	s 2.18	s 4.40	4.58	f 5.24	6.53
CROCKETT 1.1		2.1			s 6.32		s 7.09					s 8.35		s 10.09	s 12.14	s 12.34		s 2.14	s 4.26	s 4.54	s 5.20	
ECKLEY 1.0		1.0					f					f							f			
TO-R PORT COSTA 1.3	Benicia Ferry	0.0	s 6.00AM	s 6.15AM	6.27AM	s 6.55AM	7.05AM	7.27AM	s 7.30AM	s 7.45AM	8.25AM	8.30AM	s 9.10AM	s 10.05AM	s 12.10PM	12.30PM	s 12.55PM	s 2.10PM	4.22PM	s 4.50PM	5.16PM	s 6.45PM
BENICIA		0.0	5.25AM	5.40AM		6.20AM			7.00AM	7.15AM	7.50AM		8.35AM	9.44AM	11.50AM		12.20PM	1.50PM		4.30PM		6.15PM
(27.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District			(1.00)	(1.05)	(1.11)	(1.05)	(1.02)	(0.53)	(1.08)	(1.17)	(0.55)	(1.15)	(0.50)	(1.00)	(0.55)	(0.55)	(1.05)	(0.55)	(1.18)	(0.55)	(1.04)	(0.58)
Average speed per hour			27.60	25.48	23.32	25.48	26.70	31.25	24.35	21.51	30.11	22.08	33.12	27.60	30.11	30.11	25.48	30.11	21.23	30.11	25.88	28.55

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
At Berkeley (University Avenue) No. 9 will stop east of University Avenue to unload mail to avoid blocking the crossing.
At Stege No. 47 reduce speed sufficiently to receive mail.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond	Train	At	For Passengers From or Beyond
7	Any Station	Klamath Falls			
11	Richmond	Gerber	25	Richmond	Bakersfield
13	Any Station	Gerber	27	Any Station	Cheyenne
13	Vallejo Junction	Roseville	47	Any Station	Woodland
19	Any Station	Reno	55	Any Station	Tracy
21	Any Station	Sacramento			
23	Any Station	Roseville			

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers to or from
81	Certain-teed Pro. Co.	Any Station
123	Certain-teed Pro. Co.	Any Station

ADDITIONAL REGULAR STOPS

Train	At	Frequency
29	Oleum	Saturday Only
49	Oleum	Saturday Only

ADDITIONAL FLAG STOPS

Train	At	Frequency
29	Giant	Saturday Only
39	Pinole	Saturday Only
39	Giant	Saturday Only

EASTWARD

Capacity of sidings in car lengths.	THIRD CLASS 222	THIRD CLASS 302	SECOND CLASS 288	FIRST CLASS 14	FIRST CLASS 10	FIRST CLASS 132	FIRST CLASS 8	FIRST CLASS 22	FIRST CLASS 12	Distance from San Francisco	Time Table No. 199 July 22, 1928
	Sacramento, Ogden and Portland Fast Freight	Port Costa Local Freight	Fresno Freight	Oregonian	Salt Lake	Martinez Passenger	Coach Special	Tahoe	Shasta		
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
				9.40PM	9.00PM	8.20PM	8.20PM	7.40PM	7.00PM	0.0	SAN FRANCISCO
				9.58	9.18	8.38	8.38	7.58	7.18	3.5	3.5 OAKLAND PIER
BKWI P				10.15PM	9.40PM	8.45PM	8.43PM	8.15PM	7.30PM	3.5	TO-R OAKLAND PIER
Term Yard BKWFITY P	10.15PM	7.10AM	5.00PM							4.9	1.4 TO-R WEST OAKLAND
I Interchange P				s 10.21	s 9.46	s 8.51	s 8.49	s 8.21	s 7.36	5.5	0.6 OAKLAND (16th Street)
P										6.6	1.1 EMERYVILLE
IP										7.0	0.4 SHELLMOUND
										7.4	0.4 PARAFFIN
55 West P										7.8	0.4 STOCK YARDS
P				s 10.30	s 9.55	s 9.00	s 8.58	s 8.30	s 7.45	9.2	1.4 BERKELEY (University Ave.)
						f				10.7	1.5 FLEMING
										11.2	0.5 NOBEL
						f				11.6	0.4 VIGORIT
87 East P						f				13.1	1.5 STEGE
P				s 10.39	s 10.04	s 9.10	s 9.07	s 8.39	7.54	15.0	1.9 RICHMOND
148 East W P Interchange						f 9.13				16.6	1.6 SAN PABLO
P						f				18.9	2.3 GIANT
48 East 52 West P						f				19.8	0.9 SOBRANTE
										21.5	1.7 KRIEGER
74 West P				10.49	10.14	s 9.23	9.17	8.49	8.04	23.0	1.5 PINOLE
45 East P										23.8	0.8 HERCULES
P						s 9.27				25.5	1.7 RODEO
69 East P						s				26.4	0.9 OLEUM
43 East W						f				27.1	0.7 TORMEY
46 West P						s				27.5	0.4 SELBY
55 West P				10.58	10.23	s 9.37	9.26	8.58	8.13	28.0	0.5 VALLEJO JCT.
210 West P					f 10.25	s 9.40		s 9.00		29.0	1.0 CROCKETT
62 West P						f				30.1	1.1 ECKLEY
Yard BKWFIT P	11.20PM	4.00PM	6.50PM	s 11.05PM	s 10.30PM	s 9.45PM	s 9.33PM	s 9.05PM	s 8.20PM	31.1	1.0 TO-R PORT COSTA
	12.05AM			11.40PM	11.05PM		10.05PM	9.40PM	8.55PM	32.4	1.3 BENICIA
	Arrive Daily	Arrive Daily EX SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily		(27.6)
	(1.05)	(8.50)	(1.50)	(0.50)	(0.50)	(1.00)	(0.50)	(0.50)	(0.50)		............Time over District
	24.18	2.97	15.05	33.12	33.12	27.60	33.12	33.12	33.12		............Average speed per hour

Oakland Ferry

Block Signals

Double Track

Benicia Ferry

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

Track No. 1 between San Pablo and Shellmound tower not protected by block signals.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers To or Beyond
8	Any Station	Klamath Falls
10	Any Station	Ogden
12	Richmond	Woodland
14	Any Station	Portland

WESTWARD

Time Table No. 199

July 22, 1928

			FIRST CLASS					THIRD CLASS	
		Distance from Port Costa	41	209	51	35	33	219	301
			Sutter	Bay City Passenger	San Joaquin	San Francisco Passenger	Statesman	Freight	Port Costa Local Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
SAN FRANCISCO		31.1	8.35PM	10.05PM	10.05PM	11.25PM	11.25PM		
OAKLAND PIER	3.5	27.6	8.15	9.47	9.47	11.07	11.07		
TO R OAKLAND PIER		27.6	s 8.05PM	s 9.35PM	s 9.38PM	s10.50PM	s11.00PM		
TO-R WEST OAKLAND	1.4	26.2						5.00AM	3.00PM
OAKLAND (16th Street)	0.6	25.6	s 7.57	s 9.26	s 9.30	s10.40	s10.53		
EMERYVILLE	1.1	24.5							
SHELLMOUND	0.4	24.1							
PARAFFIN	0.4	23.7							
STOCK YARDS	0.4	23.3							
BERKELEY (University Ave.)	1.4	21.9	s 7.47	s 9.16	s 9.20	s10.31	s10.44		
FLEMING	1.5	20.4							
NOBEL	0.5	19.9							
VIGORIT	0.4	19.5							
STEGE	1.5	18.0				f			
RICHMOND	1.9	16.1	s 7.37	s 9.06	9.11	s10.21	s10.35		
SAN PABLO	1.6	14.5	7.35	9.04		f10.18			
GIANT	2.3	12.2		f		f			
SOBRANTE	0.9	11.3				f			
KRIEGER	1.7	9.6							
PINOLE	1.5	8.1	7.26	f 8.54	9.00	s10.05	10.23		
HERCULES	0.8	7.3				f			
RODEO	1.7	5.6		f		s			
OLEUM	0.9	4.7		f		f			
TORMEY	0.7	4.0				f			
SELBY	0.4	3.6		f		s			
VALLEJO JCT.	0.5	3.1	7.17	f 8.43	8.51	f 9.53	10.13		
CROCKETT	1.0	2.1	s 7.13	s 8.39		s 9.50			
ECKLEY	1.1	1.0							
TO-R PORT COSTA	1.0	0.0	s 7.09PM	s 8.35PM	8.45PM	9.45PM	s10.05PM	2.00AM	7.00AM
BENICIA	1.3	0.0	6.39PM	8.10PM			9.45PM	1.00AM	
(27.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
Time over District			(0.56)	(1.00)	(0.53)	(1.05)	(0.55)	(3.00)	(8.00)
Average speed per hour			29.57	27.60	31.25	25.48	30.11	8.73	3.27

Oakland Ferry

Benicia Ferry

Block Signals

Double Track

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Port Costa.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
51	Richmond	Tracy
209	Any Station	Port Costa

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
35	Vallejo Junction	Sunday

EASTWARD

Time Table No. 199

July 22, 1928

Capacity of sidings in car lengths	THIRD CLASS		FIRST CLASS																		Distance from San Francisco	STATIONS
	304	222	14	10	8	22	12	18	2	48	20	46	60	40	28	30	142	24	34	544		
	Sacramento Local Freight	Sacramento Ogden & Portland Fast Frt.	Oregonian	Salt Lake	Coach Special	Tahoe	Shasta	Cascade	San Francisco Overland Limited	El Dorado	Pacific Limited	Sacramento Passenger	West Coast	Senator	Gold Coast Limited	Governor	Gerber Sacramento Passenger	Sierra	Sacramento Passenger	Marysville Sacramento Motor		
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard WY P	9.15AM	1.00AM	s 11.40PM	s 11.05PM	s 10.05PM	s 9.40PM	s 8.55PM	s 8.00PM	7.40PM	s 6.35PM	s 5.55PM	s 4.35PM		s 2.30PM	12.55PM	s 11.45AM		s 9.10AM	s 8.00AM		32.4	TO-R BENICIA 0.8
P																					33.2	MAIL DOCK 0.6
P												f							f		33.8	ARMY POINT 4.2
103 East P			11.49PM	11.14	10.14	9.49	9.04	8.09	7.49	6.44	6.04	f 4.45		2.39	1.04	11.54AM		9.19	f 8.09		38.0	GOODYEAR 1.0
103 West												f							f		39.0	HOYT 1.1
												f							f		40.1	PIERCE 2.1
P												f							f		42.2	CYGNUS 1.0
												f							f		43.2	TEAL 1.9
												f							f		45.1	JACKSNIPE 3.8
Yard BKWFY P Interchange			s 12.09AM	s 11.30	s 10.30	s 10.09	9.23	8.26	8.09	s 7.00	6.21	s 5.15		s 2.55	1.22	s 12.09PM		s 9.33	s 8.40		48.9	TO SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing 3.0
48 East 82 West P Interchange												s 5.21							s 8.45		51.9	TOLENAS 1.9
												f							f		53.8	VANDEN 1.6
												f							f		55.4	CANNON 4.0
101 East 101 West BKWFY P			12.25	11.46	10.46	10.25	9.38	8.41	8.25	7.15	6.36	s 5.37		3.11	1.38	12.24		9.47	s 9.05		59.4	ELMIRA 4.8
												f							f		64.2	BATAVIA 3.3
86 East P 86 West W			12.36	f 11.57PM	10.57	f 10.36	9.49	8.52	8.36	s 7.25	6.47	s 5.57		f 3.22	1.49	s 12.36		9.56	s 9.20		67.5	DIXON 4.3
83 East												f							f		71.8	TREMONT 2.0
																					73.8	BRIGGSTON 1.8
88 East 121 West WIY P	3.40PM	7.00	f 12.48	s 12.09AM	s 11.10PM	f 10.48	s 10.02PM	s 9.04PM	8.48	s 7.37	6.58	s 6.15	4.30PM	s 3.34	2.02	s 12.47	10.50AM	s 10.07	s 9.35	7.35AM	75.6	TO-R DAVIS 1.5
																					77.1	CHILES 2.0
												f					f			f	79.1	SWINGLE 1.3
114 East 114 West			12.55	12.16		10.55			8.55	7.43	7.05	f 6.22	4.37	3.40	2.10	12.57	f 10.57	10.12	9.52	f 7.43	80.4	WEBSTER 5.9
																				f	86.3	MIKON 0.6
I P																					86.9	Sacramento Northern Ry. Crossing 1.4
												f								f	88.3	WASHINGTON 0.5
Term Yard BKWFTY P	4.20PM	7.30AM	s 1.15AM	s 12.35AM		s 11.15PM			s 9.15PM	s 8.00PM	s 7.25PM	s 6.45PM	s 4.50PM	s 4.00PM	s 2.30PM	s 1.15PM	s 11.15AM	s 10.30AM	s 10.10AM	s 8.00AM	88.8	TO-R SACRAMENTO
	Ar. Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily	Ar. Daily	Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily		(56.4)
	(7 05) 7.96	(6.30) 8.68	(1.35) 35.62	(1.30) 37.60	(1.05) 39.88	(1.35) 35.62	(1.07) 38.69	(1.04) 40.50	(1.35) 35.62	(1.25) 39.81	(1.30) 37.60	(2.10) 26.03	(0.20) 39.60	(1.30) 37.60	(1.35) 35.62	(1.30) 37.60	(0.25) 31.68	(1.20) 42.30	(2.10) 26.03	(0.25) 31.68		.... Time over District .... Average speed per hour

Block Signals

Double Track

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined to or beyond
8	Any Station	Klamath Falls
10	Any Station	Ogden
14	Any Station	Portland
20	Any Station	Ogden
20	Suisun-Fairfield	Newcastle
28	Any Station	Cheyenne

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
22	Goodyear, Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season
30	Goodyear	Wednesday and Saturday during hunting season
30	Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season

No. 46 Stops at Broderick to exchange U. S. Mail.

At Elmira No. 10 stop to discharge mail placing mail under station shelter roof protected from rain.

WESTWARD

STATIONS	Distance from Sacramento	FIRST CLASS																			THIRD CLASS	
		13	21	19	1	9	7	11	47	59	39	27	29	23	17	41	209	143	33	543	303	219
		Oregonian	Tahoe	Pacific Limited	San Francisco Overland Limited	Fast Mail	Coach Special	Shasta	El Dorado	West Coast	Senator	Gold Coast Limited	Governor	Sierra	Cascade	Sutter	Bay City Passenger	Sacramento Gerber Passenger	Statesman	Sacramento Marysville Motor	Sacramento Local Freight	Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily
TO-R BENICIA	56.4	s 5.25AM	s 5.40AM	6.20AM	7.00AM	7.15AM	7.50AM	s 8.35AM	s 9.44AM		s 11.50AM	12.20PM	s 1.50PM	s 4.30PM	s 6.15PM	s 6.39PM	s 8.10PM		s 9.45PM		2.00PM	11.30PM
0.8																						
MAIL DOCK	55.6																					
0.6																						
ARMY POINT	55.0		f														f					
4.2																						
GOODYEAR	50.8	5.16	f 5.31	6.11	6.51	7.06	7.41	8.26	9.36		11.41	12.11PM	1.41	4.21	6.06	6.30	f 7.58		9.36			
1.0																						
HOYT	49.8		f														f					
1.1																						
PIERCE	48.7		f														f					
2.1																						
CYGNUS	46.6		f														f					
1.0																						
TEAL	45.6		f														f					
1.9																						
JACKSNIPE	43.7		f														f					
3.8																						
TO SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing	39.9	5.00	s 5.15	5.55	6.35	6.52	s 7.25	8.10	s 9.21		s 11.25	11.55AM	s 1.25	s 4.05	5.51	s 6.14	s 7.40		s 9.20			
3.0																						
TOLENAS	36.9		f								f						f					
1.9																						
VANDEN	35.0		f						f								f					
1.6																						
CANNON	33.4		f														f					
4.0																						
ELMIRA	29.4	4.46	f 5.01	5.41	6.21	6.40	7.11	7.56	s 9.03		11.11	11.41	1.11	3.51	5.38	s 5.58	s 7.19		9.06			
4.8																						
BATAVIA	24.6		f														f					
3.3																						
DIXON	21.3	4.35	f 4.50	5.30	6.10	6.30	7.01	7.46	s 8.48		f 11.00	11.30	s 1.00	s 3.40	5.28	f 5.45	s 7.02		8.55			
4.3																						
TREMONT	17.0		f														f					
2.0																						
BRIGGSTON	15.0		f																			
1.8																						
TO-R DAVIS	13.2	f 4.24	f 4.39	5.19	5.59	6.19	6.50AM	7.35AM	s 8.35	s 10.05AM	s 10.49	11.19	s 12.49	s 3.29	5.17PM	s 5.34	s 6.49	s 7.25PM	s 8.44	s 10.00PM	7.10AM	7.35
1.5																						
CHILES	11.7																					
2.0																						
SWINGLE	9.7		f																	f		
1.3																						
WEBSTER	8.4	4.17	f 4.32	5.12	5.52	6.12			8.27	9.57	10.37	11.12	12.42	3.22		5.27	6.42	7.17	8.37	f 9.50		
5.9																						
MIKON	2.5																			f		
0.6																						
Sacramento Northern Ry. Crossing	1.9																					
1.4																						
WASHINGTON	0.5		f																	f		
0.5																						
TO-R SACRAMENTO	0.0	4.05AM	4.20AM	5.00AM	5.40AM	6.00AM			8.15AM	9.45AM	10.25AM	11.00AM	12.30PM	3.10PM		5.15PM	6.30PM	7.05PM	8.25PM	9.35PM	6.30AM	6.15PM
56.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX.SUNDAY	Leave Daily
Time over District..............		(1.20)	(1.20)	(1.20)	(1.20)	(1.15)	(1.00)	(1.00)	(1.29)	(0.20)	(1.25)	(1.20)	(1.20)	(1.20)	(0.58)	(1.24)	(1.40)	(0.20)	(1.20)	(0.25)	(7.30)	(5.15)
Average speed per hour..........		42.30	42.30	42.30	42.30	45.12	43.20	43.20	38.02	39.60	39.81	42.30	42.30	42.30	44.68	40.29	33.84	39.60	42.30	31.68	7.52	10.74

Block Signals

Double Track

Derail in westward main track just west of station building, Benicia.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
7	Any Station	Klamath Falls
13	Any Station	Gerber
13	Elmira	Roseville
19	Any Station	Reno
23	Any Station	Roseville
27	Any Station	Cheyenne
47	Any Station	Woodland

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
23	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season
29	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season
41	Jacksnipe, Tea Cygnus and Pierce	Sunday and Wednesday during hunting season
47	Jacksnipe, Teal, Cygnus and Pierce	Tuesday, Wednesday, Saturday and Sunday during hunting season

No. 209 Stop at Broderick to exchange U. S. Majl

EASTWARD

Time Table No. 199

July 22, 1928

Capacity of Sidings in car Lengths.	THIRD CLASS	SECOND CLASS	FIRST CLASS											Distance from San Francisco		
	250	288	132	26	130	50	56	52	128	146	36	124	58			
	Tracy Local Freight	Fresno Freight	Martinez Passenger	Owl	Martinez Passenger	Fresno	Tehachapi	San Joaquin	Avon Passenger	San Ramon Mixed	Stockton Passenger	Avon Passenger	Sequoia			
	Leave Daily EX. SUNDAY	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily			STATIONS
Yard BKWFIT P	8.25AM	7.30PM	9.48PM	7.22PM	6.45PM	5.15PM	1.10PM	9.52AM	9.30AM	9.30AM	8.05AM	7.25AM	1.10AM	31.1	Block Signals	TO-R PORT COSTA 1.1
P			f		f				f		f			32.2		NEVADA DOCK 0.9
											f			33.1		OZOL 1.6
80 WP	8.42	7.40	s 9.58PM	7.31	s 6.55PM	s 5.24	s 1.20	s 10.00	s 9.40	s 9.40	s 8.15	s 7.37	f 1.20	34.7		TO-R MARTINEZ 1.3
						f			f	f	f	f		36.0		MOCOCO 0.8
111 P						f			f	f	f			36.8		PEYTON 1,3
73 Y P	9.00	7.55		7.37		s 5.34	1.26	10.05	s 9.50AM	s 9.50AM	s 8.27	s 7.47AM	1.26	38.1		TO-R AVON 3.2
Interchange 208 P	9.30	8.27		7.41		s 5.40	s 1.32	10.09			s 8.35		f 1.32	41.3		TO BAY POINT 1.7
70 P	9.35										f 8.40		f 1.35	43.0		NICHOLS 1.8
Interchange 56 P	10.14	8.38		7.46		5.46	1.38	10.14			f 8.45		1.38	44.8		McAVOY 4.1
Interchange 74 WP	10.40	9.05		7.51		s 5.52	s 1.45	f 10.19			s 8.54		s 1.45	48.9		TO PITTSBURG 1.9
											f			50.8		LOS MEDANOS 2.7
56 P	11.10	9.30		7.57		f 6.00	s 1.53	10.25			s 9.05		f 1.53	53.5		TO ANTIOCH 1.6
											f			55.1		JERSEY 0.9
														56.0		NEWLOVE 1.3
83	11.45AM	9.45		8.06		6.05	1.58	10.30			f 9.12		1.59	57.3		NEROLY 2.1
														59.4		ARBOR 2.3
154 WP	12.10PM	10.00		8.11		s 6.11	s 2.05	10.35			s 9.20		f 2.05	61.7		TO BRENTWOOD 5.2
95 P	12.40	10.20		8.17		s 6.19	s 2.15	10.41			s 9.30		2.13	66.9		TO BYRON 2.0
P						f	f				f			68.9		BYRON HOT SPRINGS 2.7
51 P	12.55	10.35		8.22		6.27	2.24	10.47			f 9.40		2.20	71.6		HERDLYN 4.1
59 P	1.10	10.55		8.27		f 6.33	2.31	10.52			s 9.50		2.26	75.7		TO BETHANY 3.4
47	1.25	11.10		8.32		6.38	2.37	10.57			f 10.00		2.31	79.1		JANNEY 3.1
Term yard BKWFTY P	1.40PM	11.30PM		s 8.37PM		s 6.45PM	s 2.45PM	s 11.02AM			s 10.10AM		s 2.40AM	82.2		TO-R TRACY
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily			(51.1)
	(5.15)	(4.00)	(0.10)	(1.15)	(0.10)	(1.30)	(1.35)	(1.10)	(0.20)	(0.20)	(2.05)	(0.22)	(1.30)			..................Time over District
	9.73	12.78	21.60	40.88	21.60	34.07	32.27	43.80	21.00	21.00	24.53	19.09	34.07			..................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

AT AVON:	Nos. 124 and 128	May occupy main track until ten minutes after schedule arriving time as shown above, but Rule 99 must be complied with.
AT MARTINEZ:	Nos. 130 and 132	

ADDITIONAL FLAG STOPS		
Train	At	For Passengers to (or beyond)
50	Any Station	Tracy

WESTWARD

Time Table No. 199

July 22, 1928

Block Signals

			Distance from Tracy	FIRST CLASS										THIRD CLASS
				57	123	25	81	49	43	55	133	51	35	249
				Sequoia	San Francisco Passenger	Owl	San Francisco Passenger	Fresno	San Francisco Passenger	Tehachapi	Port Costa Passenger	San Joaquin	San Francisco Passenger	Tracy Local Freight
	STATIONS			Arrive Daily	ArriveDaily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
TO-R	PORT COSTA	1.1	51.1	s 6.25AM	s 7.04AM	s 7.25AM	s 8.25AM	s 12.29PM	s 4.20PM	s 5.15PM	s 8.31PM	f 8.45PM	s 9.44PM	12.40PM
	NEVADA DOCK	0.9	50.0		f		f		f		f			
	OZOL	1.6	49.1		f				f					
TO-R	MARTINEZ	1.3	47.5	s 6.15	6.55AM	7.17	s 8.15	s 12.20	s 4.10	s 5.05	8.20PM	8.36	s 9.35	12.20PM
	MOCOCO	0.8	46.2				f		f	f			f	
	PEYTON	1.3	45.4							f			f	
TO-R	AVON	3.2	44.1	6.07		7.12	8.05AM	12.12	4.00PM	s 4.55		8.31	f 9.25	11.59AM
TO	BAY POINT	1.7	40.9	f 6.00		7.08		12.07		s 4.48		8.27	s 9.19	11.45
	NICHOLS	1.8	39.2	5.55									f 9.16	11.15
	McAVOY	4.1	37.4	5.53		7.03		12.02PM		4.41		8.22	f 9.13	11.10
TO	PITTSBURG	1.9	33.3	f 5.47		6.58		f 11.56AM		s 4.34		8.17	s 9.05	10.40 9.35
	LOS MEDANOS	2.7	31.4										f	
TO	ANTIOCH	1.6	28.7	f 5.38		6.52		f 11.50		f 4.24		8.11	f 8.55	9.25
	JERSEY	0.9	27.1											
	NEWLOVE	1.3	26.2											
	NEROLY	2.1	24.9	5.31		6.47		11.45		4.18		8.06	f 8.48	9.12
	ARBOR	2.3	22.8											
TO	BRENTWOOD	5.2	20.5	s 5.24				f 11.39		s 4.11		7.58	s 8.40	8.20
TO	BYRON	2.0	15.3	s 5.14		6.35		f 11.32		s 4.02		7.52	s 8.30	7.45
	BYRON HOT SPRINGS	2.7	13.3					f		f			f	
	HERDLYN	4.1	10.6	5.07		6.29		11.26		3.55		7.47	f 8.22	7.30
TO	BETHANY	3.4	6.5	5.01		6.24		11.21		f 3.49		7.42	f 8.07	7.20
	JANNEY	3.1	3.1	4.55		6.19		11.16		3.44			f 8.00	7.10
TO-R	TRACY		0.0	4.50AM		6.15AM		11.12AM		3.40PM		7.35PM	7.55PM	7.00AM
	(51.1)			Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	Time over District			(1.35)	(0.09)	(1.10)	(0.20)	(1.17)	(0.20)	(1.35)	(0.11)	(1.10)	(1.49)	(5.40)
	Average speed per hour			32.27	24.00	43.80	21.00	39.82	21.00	32.27	19.64	43.80	28.13	9.02

Westward trains are superior to trains of the same class in the opposite direction.

AT AVON Nos. 81 and 43 }
AT MARTINEZ Nos. 123 and 133 } May occupy main track ten minutes before schedule leaving time as shown above, but Rule 99 must be complied with.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS			ADDITIONAL REGULAR STOPS		
Train	At	For Passengers from or beyond	Train	At	Frequency
55	Any Station	Los Angeles	49	Avon	Saturday Only
			57	Byron Hot Springs	Monday Only

EASTWARD

Time Table No. 199

July 22, 1928

Capacity of sidings in car lengths.	THIRD CLASS			SECOND CLASS				FIRST CLASS											Distance from San Francisco	STATIONS
	802	280	278	242	246	240	254	74	80	96	38	904	92	32	502	90	902	210		
	San Jose Local Freight	San Jose Local Freight	Livermore Local Freight	Fresno Mdse. Freight	Fresno Freight	Odgen Portland Freight	Ogden and Portland Manifest Freight	Padre	Stockton	San Jose Passenger	Sacramento Passenger	Stonehurst Local	San Jose Passenger	Sacramento Passenger	San Jose Passenger	San Jose Passenger	Stonehurst Local	Sacramento		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily		
								8.20PM	5.40PM	5.20PM	4.00PM	3.20PM	1.40PM	8.20AM	7.40AM	7.00AM	6.40AM	1.20AM	0.0	SAN FRANCISCO 3.5
								8.38	5.58	5.38	4.18	3.38	1.58	8.38	7.58	7.18	6.58	1.38	3.5	OAKLAND PIER
BKWIP								8.45PM	6.04PM	5.50PM	4.25PM	3.45PM	2.05PM	8.45AM	8.05AM	7.23AM	7.07AM	1.50AM	3.5	TO-R OAKLAND PIER 1.4
Term. Yard BKWFITYP Interchange	8.15AM	7.30AM	4.10AM																4.9	Cedar St. Crossing TO-R WEST OAKLAND 1.0
																			5.9	Western Pacific Crossing 0.8
I P								s8.54	s6.12	s5.59	s4.33	s 3.55	s 2.14	s 8.53	s 8.15	s7.31	s7.15	s1.57	6.7	OAKLAND (First St.) 0.1
																			6.8	Webster Street Crossing 1.5
P										f		f	f		f	f	f		8.3	EAST OAKLAND 1.4
I P								s9.02	s6.20	s6.08	s4.42	s 4.05	s 2.22	s 9.01	s 8.25	s7.39	s7.25	2.05	9.7	FRUITVALE 0.6
																			10.3	Cala. Ry. Crossing 3.1
55 WP	8.45AM	8.00	4.35					9.10PM	6.27	s6.15	4.49	s 4.15PM	f 2.30	f 9.09	s 8.37AM	s7.47	s7.35AM	2.13	13.4	TO-R ELMHURST 1.4
38 P		8.10 9.12	4.40						6.30	s6.18	4.52		s 2.34	s 9.12		s7.50		s2.16	14.8	TO SAN LEANDRO 0.7
										f			f			f			15.5	SOUTH SAN LEANDRO 1.0
										f			f	f		f			16.5	ESTUDILLO 1.0
40 P		9.30	4.50						6.34	s6.26	f4.57		s 2.40	f 9.17		s7.57		2.20	17.5	TO LORENZO 2.6
100 P		10.25	5.00						6.38	s6.33	s5.03		s 2.45	s 9.24		s8.05		s2.25	20.1	TO HAYWARD 3.9
33 P		10.40	5.10						6.43	f6.40	5.09		f 2.52	9.30		f8.11		2.31	24.0	HALVERN 2.5
36 P		11.10	5.20						6.47	s6.45	f5.13		s 2.57	s 9.36		s8.16		2.34	26.5	TO DECOTO 1.1
										f			f			f			27.6	PABRICO 1.6
Yard WYP		11.35AM	5.30	8.50PM	8.00PM	6.20AM	1.25AM		s6.54	s6.52PM	s5.21		s 3.04PM	s 9.45		s8.21AM		s2.44	29.2	TO-R NILES 2.5
74 P			5.50	9.00	8.15	6.30	1.40		6.59		5.26			f 9.50				2.49	31.7	FARWELL 1.9
																			33.6	BRIGHTSIDE 2.0
80 P			6.20	9.12	8.30	6.42	1.55		f7.06		s5.35			s 9.57				2.58	35.6	TO SUNOL 2.8
														f					38.4	VERONA 2.5
79 P			6.57	9.27	8.45	6.57	2.10		f7.14		s5.48			s10.06				3.08	40.9	TO PLEASANTON 1.1
IYP																			42.0	RADUM 0.4
																			42.4	REMILLARD 0.6
148 P			7.35	9.34	8.55	7.05	2.20		7.17		5.51			f10.09				3.12	43.0	TO ELIOT 3.9
168 WT P			8.00AM	9.47	9.10	7.20	2.45		s7.23		s5.58			s10.17				s3.19	46.9	TO-R LIVERMORE 1.5
P														f					48.4	TREVARNO 2.1
80 P				10.02	9.25	7.35	3.00		7.29		6.06			f10.24				3.28	50.5	ULMAR 4.5
97 WT P				10.17	9.45	8.01	3.40		7.36		f6.15			s10.32				3.40	55.0	TO ALTAMONT 4.5
74 P				10.32	10.05	8.30	4.10		7.45		6.24			f10.41				3.50	59.5	CAYLEY 3.6
78 P				10.45	10.20	8.50	4.25		7.52		6.31			f10.49				4.00	63.1	TO MIDWAY 5.6
30 P																			68.7	MEDAL 2.1
Term. Yard BKWFT Y P				11.15PM	11.00PM	9.30AM	5.15AM		s8.03PM		s6.45PM			s11.00AM				s4.15AM	70.8	TO-R TRACY
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily		(67.3)
	(0.30) 17.00	(4.05) 5.95	(3.50) 10.96	(2.25) 17.21	(3.00) 13.87	(3.10) 13.14	(3.50) 10.85	(0.25) 23.76	(1.59) 33.93	(1.02) 24.87	(2.20) 28.84	(0.30) 19.47	(0.59) 26.14	(2.15) 29.91	(0.32) 18.59	(0.58) 26.59	(0.28) 20.86	(2.25) 27.80		.... Time over District .... Average speedper hour

Oakland Ferry

Double Track

Block Signals

On single track westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
32	Bonita	Any Station
90	Cherryland	Any Station
90-92-96	Cherry	Any Station
90-92-96	Harder	Any Station
90-92-96	Tennyson	Any Station
38	Tennyson	Saturday Only

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	Frequency
38	Farwell	Saturday only

No. 210 reduce speed at Fruitvale sufficiently to enable safe dispatch of papers.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	For Passengers Destined To or Beyond
38	San Leandro	Sunol
80	San Leandro	Niles

No's. 902 and 904 will not operate New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
902-904	23rd Avenue	Any Station
902-904	High Street	Any Station
902-904	Kohler	Any Station
902-904	Fitchburg	Any Station
902-904	85th Avenue	Any Station
902-904	Best Steel Casting Company	Any Station

WESTWARD

			FIRST CLASS								SECOND CLASS			THIRD CLASS		FOURTH CLASS	
	Time Table No. 199 July 22, 1928 STATIONS	Distance from Tracy	89 San Francisco Passenger Arrive Daily EX. SUNDAY	91 San Francisco Passenger Arrive Daily	73 Padre Arrive Daily	79 Stockton Arrive Daily	31 San Francisco Passenger Arrive Daily	501 San Francisco Passenger Arrive Daily	95 San Francisco Passenger Arrive Daily	37 San Francisco Passenger Arrive Daily	901 Stonehurst Local Arrive Daily EX. SUNDAY	903 Stonehurst Local Arrive Daily EX. SUNDAY	557 San Francisco Passenger Arrive SUNDAY ONLY	253 Ogden Manifest Freight Arrive Daily	279 San Jose Local Freight Arrive Daily EX. SUNDAY	277 Livermore Local Freight Arrive Daily EX. SUNDAY	801 San Jose Local Freight Arrive Daily EX. SUNDAY
Oakland Ferry	SAN FRANCISCO 3.5	70.8	7.10AM	8.10AM	9.30AM	9.50AM	2.30PM	5.30PM	6.10PM	7.10PM	8.50AM	5.30PM	10.05PM				
	OAKLAND PIER	67.3	6.52	7.52	9.12	9.32	2.12	5.12	5.52	6.52	8.32	5.12	9.47				
Double Track	TO-R OAKLAND PIER 1.4	67.3	s 6.42AM	s 7.42AM	s 9.02AM	s 9.28AM	s 2.05PM	s 5.05PM	s 5.45PM	s 6.40PM	s 8.25AM	s 4.55PM	s 9.29PM				
	Cedar St. Crossing TO-R WEST OAKLAND 1.0	65.9													3.40PM	12.20PM	2.30PM
	Western Pacific Crossing 0.8	64.9															
	OAKLAND (First St.) 0.1	64.1	s 6.33	s 7.35	s 8.52	s 9.20	s 1.55	s 4.56	s 5.36	s 6.30	s 8.15	s 4.48	s 9.19				
	Webster Street Crossing 1.5	64.0															
	EAST OAKLAND 1.4	62.5	f								f	f					
	FRUITVALE 0.6	61.1	s 6.25	s 7.26	f 8.44	s 9.12	s 1.47	s 4.48	s 5.27	s 6.20	s 8.05	s 4.38	s 9.09				
	Cala. Ry. Crossing 3.1	60.5															
	TO-R ELMHURST 1.4	57.4	s 6.17	s 7.17	8.37AM	9.05	1.39	4.41PM	f 5.19	6.12	7.55AM	4.30PM	9.00PM		3.10	11.40AM	2.00PM
	TO SAN LEANDRO 0.7	56.0	s 6.13	s 7.12		9.03	f 1.36		s 5.17	6.09					3.00	11.25	
	SOUTH SAN LEANDRO 1.0	55.3	f	f					f								
	ESTUDILLO 1.0	54.3	f	f					f								
	TO LORENZO 2.6	53.3	s 6.06	s 7.04		8.59	1.32		s 5.09	6.04					2.40	11.10	
	TO HAYWARD 3.9	50.7	s 5.59	s 6.56		8.55	s 1.28		s 5.03	f 6.00					2.10	11.00	
	HALVERN 2.5	46.8	f 5.52	f 6.47		8.50	1.22		f 4.50	5.55					1.45	10.40	
	TO DECOTO 1.1	44.3	f 5.47	s 6.42		8.46	f 1.18		s 4.46	f 5.51					1.30	10.20	
Block Signals	PABRICO 1.6	43.2		f					f								
	TO-R NILES 2.5	41.6	5.42AM	6.37AM		s 8.42	s 1.13		4.40PM	s 5.47				7.30PM	1.15PM	9.45	
	FARWELL 1.9	39.1				8.36	1.04			f 5.41				7.20		9.20	
	BRIGHTSIDE 2.0	37.2															
	TO SUNOL 2.8	35.2				f 8.30	s 12.57			s 5.35				7.06		9.05	
	VERONA 2.5	32.4															
	TO PLEASANTON 1.1	29.9				s 8.23	s 12.48			s 5.27				6.15		8.40	
	RADUM 0.4	28.8															
	REMILLARD 0.6	28.4															
	ELIOT 3.9	27.8				8.19	12.42			f 5.21				5.51		8.19 7.35	
	TO-R LIVERMORE 1.5	23.9				s 8.14	s 12.36			s 5.15				5.30		7.20AM	
	TREVARNO 2.1	22.4								f							
	ULMAR 4.5	20.3				8.08	12.27			f 5.07				5.07			
	TO ALTAMONT 4.5	15.8				8.01	f 12.20			s 5.00				4.45			
	CAYLEY 3.6	11.3				7.52	12.11			4.50				4.20			
	TO MIDWAY 5.6	7.7				7.46	12.05PM			f 4.43				4.00			
	MEDAL 2.1	2.1															
	TO-R TRACY	0.0				7.36AM	11.55AM			4.33PM				3.30PM			
	(67.3)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	Time over District		(1.00)	(1.05)	(0.25)	(1.52)	(2.10)	(0.24)	(1.05)	(2.07)	(0.30)	(0.25)	(0.29)	(4.00)	(2.25)	(5.10)	(0.30)
	Average speed per hour		25.70	23.72	23.76	36.05	31.06	24.75	23.72	31.79	19.47	23.76	20.14	10.40	10.06	8.13	17.00

On single track westward trains are superior to trains of the same class in the opposite direction.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
37	Any Station West of Niles	Sunol

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
89-91-95	Tennyson	Any Station
89-91-95	Harder	Any Station
89-91-95	Cherry	Any Station

No's. 901 and 903 will not operate New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
901-903	23rd Avenue	Any Station
901-903	High Street	Any Station
901-903	Kohler	Any Station
901-903	Fitchburg	Any Station
901-903	85th Avenue	Any Station
901-903	Best Steel Casting Company	Any Station

No. 37 reduse speed at Hayward sufficiently to enable safe dispatch of mail.

EASTWARD

Time Table No. 199

July 22, 1928

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS				Distance from San Francisco		STATIONS	Distance from San Jose	FIRST CLASS			SECOND CLASS	THIRD CLASS
	280	96	92	94	90					91	93	95	245	279
	San Jose Local Freight	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger					San Francisco Passenger	Niles Passenger	San Francisco Passenger	Fresno Freight	San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
Yard WYP	12.15PM	6.54PM	3.05PM	1.18PM	8.22AM	29.2	Block Signals	TO-R NILES	17.5	s6.37AM	s9.43AM	s 4.38PM	8.00PM	12.01PM
IY						29.7		0.5 W. P. Crossing	17.0					
		f	f	f	f	30.6		0.9 OVERACKER	16.1	f	f	f		
37 P	12.35	s 7.01	s 3.12	s 1.26	s 8.29	32.8		2.2 IRVINGTON	13.9	s6.29	f9.37	s 4.29	7.45	11.50AM
44 P	12.50	f 7.08	f 3.18	f 1.33	f 8.36	36.3		3.5 WARM SPRINGS	10.4	f6.23	f9.31	f 4.21	7.30	11.35
42 P	1.10	s 7.15	s 3.26	s 1.40	s 8.43	40.7		4.4 TO MILPITAS	6.0	f6.16	f9.25	s 4.15	7.15	11.15
38 P	1.25	f 7.21	f 3.31	f 1.45	f 8.49	43.3		2.6 WAYNE	3.4	f6.10	9.20	f 4.10	6.55	11.05
Term. Yard BKWFITP	1.40PM	s 7.28PM	s 3.40PM	s 1.50PM	s 8.55AM	46.7		3.4 TO-R SAN JOSE	0.0	6.05AM	9.15AM	4.05PM	6.45PM	10.55AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.5)		Leave Daily	Leave Daily	Leave Daily	LeaveDaily	Leave Daily EX. SUNDAY
	(1.25) 12.35	(0.34) 30.88	(0.35) 30.00	(0.32) 32.81	(0.33) 31.82			Time over District Average speed per hour		(0.32) 32.81	(0.28) 37.50	(0.33) 31.82	(1.15) 14.00	(1.06) 15.91

EASTWARD

Time Table No. 199

July 22, 1928

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS			FIRST CLASS	Distance from San Francisco		STATIONS		Distance from Niles	THIRD CLASS
	242	240	254	504						253
	Fresno Merchandise Freight	Ogden Portland Freight	Ogden and Portland Manifest Freight	San Francisco Passenger						Ogden Manifest Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY						Arrive Daily
IWYP	7.50PM		12.15AM		26.2		TO-R REDWOOD JCT.	Dble. Track	16.8	10.00PM
					27.5		1.3 (End of Double Track)		15.5	
					28.0		0.5 SWEENY		15.0	
61 P	8.00		12.25		29.5	Block Signals	1.5 HENDERSON		13.5	9.25
P					30.9		1.4 RAVENSWOOD		12.1	
56 P	8.15		12.35	(See Note)	33.9		3.0 DUMBARTON		9.1	9.00
Yard 108 WYP	8.30	5.55AM	1.00	5.20AM	37.2	Block Signals	3.3 TO-R NEWARK		5.8	8.30
					39.0		1.8 MATTOS		4.0	
56 P	8.40	6.05	1.10	s 5.25	40.1	Block Signals	1.1 CENTERVILLE		2.9	7.55
74	8.44	6.10	1.15	5.30	41.7		1.6 SHINN		1.3	7.45
IY					42.5		0.8 W. P. Crossing		0.5	
Yard WYP	8.50PM	6.20AM	1.25AM	s 5.35AM	43.0		0.5 TO-R NILES		0.0	7.40PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	ArriveDaily EX. SUNDAY			(16.8)			Leave Daily
	(1.00) 16.80	(0.25) 13.92	(1.10) 14.40	(0.15) 23.20			Time over District Average speed per hour			(2.20) 7.20

EASTWARD

Time Table No. 199

July 22, 1928

WESTWARD

FIRST CLASS		Distance from San Francisco	STATIONS		Distance from Stonehurst	SECOND CLASS	
904	902					901	903
Stonehurst Local	Stonehurst Local					Stonehurst Local	Stonehurst Local
Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
3.20PM	6.40AM	0.0	SAN FRANCISCO	Oakland Ferry	14.8	8.50AM	5.30PM
3.38	6.58	3.5	3.5 OAKLAND PIER		10.8	8.32	5.12
4.15PM	7.35AM	13.4	TO ELMHURST		0.9	s 7.55AM	s 4.30PM
s 4.20PM	s 7.40AM	14.3	0.9 Western Pac. Crossing. STONEHURST		0.0	7.50AM	4.25PM
Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY					Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY

No's. 901, 902, 903, and 904 will not operate New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day.

On single track westward trains are superior to trains of the same class in the opposite direction.

At Redwood Junction schedule time and train orders will apply at the end of double track.

At Newark the schedule of No. 504 originates at the passenger station.

At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

EASTWARD								WESTWARD					
	THIRD CLASS	FIRST CLASS			Time Table No. 199			FIRST CLASS			SECOND CLASS	THIRD CLASS	FOURTH CLASS
Capacity of Sidings in car lengths	802	74	502	Distance from San Francisco	July 22, 1928		Distance from Santa Clara	503	73	501	557	239	801
	San Jose Local Freight	Padre	San Jose Passenger					San Francisco Passenger	Padre	San Francisco Passenger	San Francisco Passenger	Ogden Portland Freight	San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily		STATIONS			Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY
55 WP	8.45 AM	9.10 PM	8.37 AM	13.4	TO-R ELMHURST 2.1	Block Signals	31.4		8.37 AM	f 4.41 PM	s 9.00 PM		2.00 PM
14	8.50		f 8.41	15.5	MULFORD 2.3		29.3			f 4.36	f 8.55		1.50
18 P	8.55		f 8.45	17.8	ROBERT 2.4		27.0			f 4.31	f 8.51		
77 WP	9.05	9.19	f 8.49	20.2	RUSSELL 1.3		24.6		8.27	f 4.26	f 8.46		1.35
26 P	9.20		s 8.52	21.5	MOUNT EDEN 1.5		23.3			s 4.23	s 8.43		1.05
9 Spur			f	23.0	BAUMBERG 2.3		21.8			f	f		
68 P	9.45	9.27	s 8.58	25.3	TO ALVARADO 0.9		19.5		8.19	s 4.17	s 8.37		12.35
			f	26.2	HALL 2.2		18.6			f			
13	10.00		f 9.04	28.4	ARDEN 2.2		16.4			f 4.11	f 8.31		12.05 PM
Yard WYP	10.15	9.34	s 9.09	30.6	TO-R NEWARK 2.2		14.2	s 5.20 AM	8.12	s 4.05	s 8.27	5.50 AM	11.45 AM
9			f	32.8	MOWRY 1.3		12.0	f		f			
88 P	10.50	9.39	f 9.17	34.1	ALBRAE 1.4		10.7	f 5.10	8.07	f 3.57	f 8.20	5.40	10.50
			f	35.5	MALLARD 1.0		9.3			f	f		
6 P			f	36.5	DRAWBRIDGE 2.6		8.3	f		f	f		
18 P	11.10		s 9.27	39.1	ALVISO 2.6		5.7	f 5.03		s 3.47	s 8.11	5.20	10.35
59 P	11.30	9.51	s 9.32	41.7	TO AGNEW 3.1		3.1	s 4.58	7.55	s 3.42	s 8.07	5.10	10.20
Yard I P	11.45 AM	9.56 PM	s 9.37 AM	44.8	SANTA CLARA		0.0	4.51 AM	7.51 AM	3.37 PM	8.02 PM	5.00 AM	10.10 AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		31.4			Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY
	(3.00)	(0.46)	(1.00)		Time over District			(0.29)	(0.46)	(1.04)	(0.58)	(0.50)	(3.50)
	10.47	40.96	31.40		Average speed per hour			29.38	40.96	29.44	32.48	17.04	8.19

Westward trains are superior to trains of the same class in the opposite direction.

At Newark the schedule of No. 503 terminates at the passenger station.

EASTWARD

Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS							Time Table No. 199 July 22, 1928
	262	156	170	154	152	166	Distance from San Francisco		
	Calistoga Local Freight	Santa Rosa Passenger	Suisun Fairfield Mixed	Calistoga Passenger	Santa Rosa Passenger	Suisun Fairfield Mixed			
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUN. ONLY	Leave Daily			**STATIONS**
Yard BKWFT		5.15PM	3.25PM	9.45AM	9.35AM	7.40AM	30.0	TO-R	SOUTH VALLEJO 1.1
		s 5.18	s 3.30	s 9.50	s 9.40	s 7.45	31.1		NORTH VALLEJO 0.7
		f	f	f	f	f	31.8		LOUISIANA ST. 0.5
		f	f	f	f	f	32.3		HILLCREST 2.1
24		f 5.26	f 3.36	f 9.55	f 9.45	f 7.51	34.4		FLOSDEN 2.9
Yard WY P	6.30AM	s 5.35PM	s 3.45PM	s 10.05	s 9.55AM	s 8.00AM	37.3	TO-R	NAPA JUNCTION 0.7
							38.0		Napa Valley Ry. Crossing 0.9
				f			38.9		MIDDLETON 2.1
				f 10.12			41.0		RATTO 0.7
				f			41.7		SUSCOL 1.1
							42.8		ROCKTRAM 1.4
				f			44.2		IMOLA 1.2
							45.4		Napa Valley Ry. Crossing 0.1
Yard 30 BKW	7.45			s 10.24			45.5	TO	NAPA 2.3
6	7.55			f 10.29			47.8		UNION 2.4
12				f 10.35			50.2		OAK KNOLL 1.5
9				f			51.7		TRUBODY 2.3
22 W	8.10			s 10.45			54.0	TO	YOUNTVILLE 3.5
27	8.20			s 10.52			57.5	TO	OAKVILLE 1.9
19	8.30			s 10.57			59.4	TO	RUTHERFORD 1.8
20	8.35			f 11.02			61.2		ZINFANDEL 0.9
							62.1		THOMANN 0.3
22				f			62.4		CRANE 1.2
22	9.15			s 11.07			63.6		ST. HELENA 0.9
11				f			64.5		KRUG 0.8
13				f 11.12			65.3		BARRO 2.2
7 W				f			67.5		BALE 0.8
16				f 11.20			68.3		LARKMEAD 0.7
10 W				f			69.0		MAPLE 2.7
10 WT	9.40AM			s 11.33AM			71.7	TO-R	CALISTOGA
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily			(41.7)
	(3.10)	(0.20)	(0.20)	(1.48)	(0.20)	(0.20)			....................Time over District
	10.86	21.90	21.90	24.09	21.90	21.90			....................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD

	FROM 132	FROM 130	FROM 43 and 50	FROM 29	FROM 49 and 56	FROM 81 and 42	FROM 124 and 123	Distance from San Francisco	Steamer Time Table No. 199 July 22, 1928
	SUNDAY ONLY	Daily EX. SUNDAY	Daily	Daily	Daily	Daily	Daily EX. SUNDAY		**STATIONS**
	9.37PM	6.35PM	5.00PM	2.20PM	12.58PM	9.20AM	7.15AM	28.0	VALLEJO JCT.
WF			5.13			9.35		30.0	SOUTH VALLEJO
	10.02PM	7.00PM	5.30PM	2.50PM	1.25PM	10.00AM	7.45AM	31.6	NORTH VALLEJO WHF.

WESTWARD

Time Table No. 199 July 22, 1928	Distance from Calistoga	FIRST CLASS			SECOND CLASS		FOURTH CLASS
		153 San Francisco Passenger	155 San Fran. Passenger	157 San Francisco Passenger	169 Vallejo Mixed	173 Vallejo Mixed	263 Calistoga Local Freight
STATIONS		Arrive Daily	Arrive SUN. ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
TO-R SOUTH VALLEJO	41.7	s 8.22AM	s 4.00PM	s 4.10PM	s 10.23AM	s 5.55PM	
1.1							
NORTH VALLEJO	40.6	s 8.18	s 3.56	s 4.06	s 10.18	s 5.50	
0.7							
LOUISIANA ST.	39.9	f	f	f	f	s	
0.5							
HILLCREST	39.4	f	f	f	f	f	
2.1							
FLOSDEN	37.3	f 8.12	3.50	f 4.00	f 10.11	f 5.40	
2.9							
TO-R NAPA JUNCTION	34.4	8.07AM	3.45PM	3.55 s 3.50	10.05AM	5.35PM	1.45PM
0.7							
Napa Valley Ry. Crossing	33.7						
0.9							
MIDDLETON	32.8			f			
2.1							
RATTO	30.7			f 3.40			
0.7							
SUSCOL	30.0			f			
1.1							
ROCKTRAM	28.9						
1.4							
IMOLA	27.5			f			
1.2							
Napa Valley Ry. Crossing	26.3						
0.1							
TO NAPA	26.2			s 3.32			12.50
2.3							
UNION	23.9			f 3.22			12.05PM
2.4							
OAK KNOLL	21.5			f 3.15			
1.5							
TRUBODY	20.0			f			
2.3							
TO YOUNTVILLE	17.7			s 3.08			11.50AM
3.5							
TO OAKVILLE	14.2			s 3.01			11.35
1.9							
TO RUTHERFORD	12.3			s 2.57			11.25
1.8							
ZINFANDEL	10.5			f 2.52			11.20
0.9							
THOMANN	9.6						
0.3							
CRANE	9.3			f			
1.2							
ST. HELENA	8.1			s 2.47			11.07
0.9							
KRUG	7.2			f			
0.8							
BARRO	6.4			f 2.43			
2.2							
BALE	4.2			f			
0.8							
LARKMEAD	3.4			f 2.37			
0.7							
MAPLE	2.7			f			
2.7							
TO-R CALISTOGA	0.0			2.30PM			10.40AM
(41.7)		Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
Time over District		(0.15)	(0.15)	(1.40)	(0.18)	(0.20)	(3.05)
Average speed per hour		29.20	29.20	25.02	26.67	21.90	11.16

Cross-over switch at west end of Union siding must be lined up for West Napa line and sidings must be kept clear between these switches.

Westward trains are superior to trains of the same class in the opposite direction.

WESTWARD

Steamer Time Table No. 199 July 22, 1928	Distance from No. Vallejo Wharf	TO 124-123 and 34	TO 81 and 42	TO 49 and 56	TO 29	TO 43 and 50	TO 130	Light	TO 132 and 35	Light
STATIONS		Daily EX. SUNDAY	Daily	Daily	Daily	Daily	Daily EX. SUNDAY	Daily EX. SUNDAY	SUNDAY ONLY	SUNDAY ONLY
VALLEJO JCT.	3.6	7.05AM	8.40AM	12.30PM	2.10PM	4.30PM	6.30PM		9.30PM	
SOUTH VALLEJO	1.6	6.50AM	8.24			4.15		7.15PM		10.20PM
NORTH VALLEJO WHF.	0.0		8.05AM	12.01PM	1.40PM	4.00PM	6.00PM	7.05PM	9.00PM	10.05PM

Time Table No. 199

July 22, 1928

	EASTWARD											WESTWARD						
	THIRD CLASS			FIRST CLASS								FIRST CLASS				THIRD CLASS	FOURTH CLASS	
Capacity of Sidings in Car Lengths	290	262	292	172	168	156	152	Distance from San Francisco via Vallejo		STATIONS	Distance from Santa Rosa	153	155	167	171	293	291	263
	Schellville Freight	Calistoga Freight	Santa Rosa Local Freight	Vallejo Mixed	Vallejo Mixed	Santa Rosa Passenger	Santa Rosa Passenger					San Francisco Passenger	San Francisco Passenger	Suisun Fairfield Mixed	Suisun Fairfield Mixed	Santa Rosa Local Freight	Schellville Freight	Calistoga Freight
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY					Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
Yard BKWFYP	9.35AM	5.40AM	5.00AM	5.00PM	9.22AM			50.5	TO-R	SUISUN-FAIRFIELD 2.6	50.0			s 8.40AM	s 4.30PM	4.10AM	2.00PM	2.30PM
				f	f			47.9		SUBEET 1.7	47.4			f	f			
33	9.45	5.50	5.10	f 5.10	f 9.32			46.2		THOMASSON 1.4	45.7			f 8.30	f 4.20	3.55	1.40	2.20
27W	9.50	5.55	5.15	s 5.13	s 9.35			44.3	TO	CORDELIA 3.8	44.3			s 8.27	s 4.17	3.45	1.25	2.15
60	10.05	6.05	5.25	f 5.20	f 9.42			41.0		CRESTON 3.7	40.5			f 8.17	f 4.07	3.30	1.10	2.00
Yard 70WYP	10.50	6.15AM	5.40	s 5.30PM	s 9.52AM	5.37PM	9.57AM	37.3	TO-R	NAPA JUNCTION 0.4	36.8	s 8.05AM	s 3.45PM	8.10AM	4.00PM	3.10	12.55	1.50PM
								37.7		Napa Valley Ry. Crossing 0.4	36.4							
74								38.1		LOMBARD 2.7	36.0							
						f	f	40.8		BRAZOS 1.5	33.3	f	f					
	11.05		5.55			f 5.47	f 10.07	42.3	Block Signals	BUCHLI 2.2	31.8	f 7.54	f 3.34			2.50	12.40	
						f	f	44.5		MERAZO 1.3	29.6	f	f					
	11.15		6.05			f 5.53	f 10.13	45.8		RAMAL 0.7	28.3	f 7.48	f 3.28			2.40	12.30	
								46.5		DONOVAN 0.9	27.6							
								47.4		TULE VISTA 0.2	26.7							
						f	f	47.6		WECHICKA 1.3	26.5	f	f					
								48.9		N. W. Pac. Ry. Crossing 0.4	25.2							
19 Interchange	11.40AM		6.15			s 6.00	s 10.20	49.3	R	SCHELLVILLE 3.1	24.8	s 7.40	s 3.20			2.25	12.05PM	
						f	f	52.4		SNYDER 1.4	21.7	f	f					
74 W			6.30			s 6.08	s 10.27	53.8	TO	EL VERANO 0.7	20.3	s 7.32	s 3.12			2.05		
						f	f	54.5		BOYES SPRINGS 1.0	19.6	f	f					
						f	f	55.5		AGUA CALIENTE 0.9	18.6	f	f					
						f	f	56.4		SOBRE VISTA 0.3	17.7	f	f					
								56.7		N. W. Pac. Ry. Crossing 0.2	17.4							
11						f 6.17	f 10.36	56.9		YULUPA 0.7	17.2	f 7.22	f 3.02					
2						s 6.19	s 10.38	57.6		ELDRIDGE 1.5	16.5	s 7.20	s 3.00					
						s 6.22	s 10.41	59.1		GLEN ELLEN 0.6	15.0	s 7.17	s 2.57					
						f	f	59.7		WARFIELD 1.4	14.4	f	f					
2						f 6.26	f 10.45	61.1		BELTANE 0.7	13.0	f 7.13	f 2.53					
						f	f	61.8		FELICE 0.9	12.3	f	f					
						f	f	62.7		WILDWOOD 0.8	11.4	f	f					
21			7.07			s 6.32	s 10.50	63.5	TO	KENWOOD 1.4	10.6	s 7.07	s 2.47			1.15		
						f	f	64.9		LAWNDALE 0.7	9.2	f	f					
2						f	f	65.6		LOS GUILICOS 1.3	8.5	f	f					
20						f 6.40	f 10.57	66.9		ANNADEL 1.6	7.2	f 7.00	f 2.40					
								68.5		OLESON 0.9	5.6							
15						f	f	69.4		MELITTA 1.9	4.7	f	f					
12 Spur						f	f	71.3		BAKU 2.8	2.8	f	f					
22 WTY Interchange			8.20AM			s 7.00PM	s 11.15AM	74.1	TO-R	SANTA ROSA	0.0	6.45AM	2.25PM			12.15AM		
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY			49.9		Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(2.05)	(0.35)	(3.20)	(0.30)	(0.30)	(1.23)	(1.18)	....		Time over District		(1.20)	(1.20)	(0.30)	(0.30)	(3.55)	(1.55)	(0.40)
	12.10	22.63	14.97	26.40	26.40	26.53	28.49	....		Average speed per hour		27.52	27.52	26.40	26.40	12.74	13.04	19.80

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
152-153 155-156	Hillview	Any Station

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	Frequency
153	Tule Vista	Monday and Thursday during hunting season.
156	Tule Vista	Saturday and Tuesday during hunting season.

	EASTWARD					WESTWARD
	FIRST CLASS			Time Table No. 199		SECOND CLASS
Capacity of sidings in car lengths	146 San Ramon Mixed	Distance from San Francisco		July 22, 1928	Distance from Radum	145 San Ramon Mixed
	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY
45 Y	10.05AM	38.1	TO-R	AVON	29.7	s 3.40PM
				1.5		
		39.6		HAPRESS	28.2	f
				1.4		
		41.0		GALINDO	26.8	
				1.5		
80 W	s 10.15	42.5	TO	CONCORD	25.3	s 3.25
				0.7		
	f	43.2		NACIO	24.6	
				1.9		
	s 10.20	45.1		HOOKSTON	22.7	f 1.50
				0.7		
Interchange Track	f 10.25	45.8		LAS JUNTAS S. F. and S. Crossing	22.0	f 1.40
				1.5		
		47.3		OXLEY	20.5	
				0.9		
24	s 10.35	48.2	TO	WALNUT CREEK	19.6	s 1.30
				2.4		
	f	50.6		WIDBERO	17.2	
				2.0		
18	f 10.50	52.6		ALAMO	15.2	f 1.10
				2.2		
57	s 11.00	54.8	TO	DANVILLE	13.0	s 1.00PM
				1.6		
	f	56.4		OSAGE	11.4	
				1.3		
29 T	s 11.10AM	57.7	R	SAN RAMON	10.1	s 11.30AM
				3.6		
		61.3		FOREST HOME	6.5	
				2.3		
71		63.6		DOUGHERTY	4.2	
				2.8		
31		66.4		ASCO	1.4	
				1.4		
I Y P		67.8		Western Pac. Crossing RADUM	0.0	
	Arrive Daily EX. SUNDAY			(29.7)		Leave Daily EX. SUNDAY
	(1.05)			Time over District		(4.10)
	18.09			Average speed per hour		4.70

Westward trains are superior to trains of the same class in the opposite direction.

At San Ramon the schedule of No. 146 terminates at the east switch of siding.

EASTWARD

WESTWARD

Capacity of sidings in car lengths				Distance from San Francisco	Time Table No. 199 July 22, 1928	Distance from Union			
					STATIONS				
				42.2	BUCHLI 1.6	8.6			
				43.8	CARNEROS 1.6	7.0			
18				45.4	STANLEY 3.4	5.4			
24 WT				48.8	WEST NAPA 1.3	2.0			
				50.1	Napa Valley Ry. Crossing 0.7	0.7			
6				50.8	UNION	0.0			
					(8.6)				
					Time over District				
					Average speed per hour				

Cross-over switch at west end of Union siding must be lined up for West Napa Line and siding kept clear between these switches.

EASTWARD

WESTWARD

Capacity of sidings in car lengths	FIRST CLASS			Distance from San Francisco	Time Table No. 199 July 22, 1928	Distance from Wingo	SECOND CLASS		
			404 Freight				403 Freight		
			Leave MONDAY ONLY		STATIONS		Arrive MONDAY ONLY		
			8.48AM	45.7	RAMAL 2.0	2.0	s 9.13AM		
(Siding on N.W.P.Ry.)			s 9.00AM	47.7	WINGO	0.0	9.01AM		
			Arrive MONDAY ONLY		(2.0)		Leave MONDAY ONLY		
			(0.12)		Time over District		(0.12)		
			10.00		Average speed per hour		10.00		

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

EASTWARD

WESTWARD

Capacity of sidings in car lengths	FIRST CLASS			Distance from San Francisco	Time Table No. 199 July 22, 1928	Distance from Rumsey	SECOND CLASS			
		108 Rumsey Mixed	106 Winters Mixed				105 Elmira Mixed	107 Elmira Mixed		
		Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily		
BK WFY 101		9.15AM	6.00AM	59.4	TO-R ELMIRA 4.3	51.1	s 8.45AM	s 5.15PM		
13		s 9.30	s 6.25	63.7	Block Signals TO VACAVILLE 1.9	46.8	s 8.35	s 5.00		
		f 9.35	f	65.6	VIOLET 2.9	44.9	f	f 4.17		
24		f 9.41	f	68.5	HARTLEY 1.8	42.0	f	f 4.10		
		f 9.46	f	70.3	ALLENDALE 3.7	40.2	f	f 4.05		
20		f 9.54	f 6.45	74.0	WOLFSKILL 2.0	36.5	f 8.15	f 3.55		
WT 23		s 10.00	s 6.50AM	76.0	TO-R WINTERS 4.3	34.5	8.10AM	s 3.50		
16		f 10.10		80.3	NORTON 2.3	30.2		f 3.00		
		f 10.15		82.6	ARROZ 1.0	27.9		f 2.52		
18		f 10.17		83.6	CITRONA 3.2	26.9		f 2.50		
20		s 10.30		86.8	MADISON 3.1	23.7		s 2.40		
W 41		s 10.40		89.9	TO ESPARTO 2.0	20.6		s 2.18		
20		s 11.05		91.9	CAPAY 4.7	18.6		s 2.00		
20		f		96.6	CADANASSA 2.3	13.9		f		
		s		98.9	ECKHARD 1.8	11.6		s		
20		s 11.35		100.7	TANCRED 2.6	9.8		s 1.35		
20		f 11.45AM		103.3	BERWICK 1.0	7.2		f 1.30		
8		f		104.3	AMARANTH 1.3	6.2		f		
21		s 12.05PM		105.6	TO GUINDA 0.6	4.9		s 1.25		
5		f		106.2	SAUTERNE 1.7	4.3		f		
20		f		107.9	CASHMERE 2.6	2.6		f		
WT 19		s 12.40PM		110.5	R RUMSEY	0.0		1.10PM		
		Arrive Daily	Arrive Daily		(51.1)		Leave Daily	Leave Daily		
		(3.25)	(0.50)		Time over District		(0.35)	(4.05)		
		14.96	19.92		Average speed per hour		28.46	12.51		

ADDITIONAL STOPS:—Nos. 105, 106, 107 and 108 at Paddon (m. p. 67½) on signal.

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS “SAFETY FIRST”

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street. San Francisco

Oakland (1788 Seventh Street)	H. Bullard
Oakland (214 Easton Building)	W. A. Hurst
Oakland Masonic Bldg., E. 14th St. & 34th Ave.	E. W. Becker
Alameda	A. O. Gott
Berkeley	W. R. Burke
Richmond	O. A. Poulsen
Crockett	H. L. Whited
Vallejo	G. E. Bangle Co.
Santa Rosa	John Hood Co.
Winters	C. E. Wyatt
Sacramento	H. T. Harger, 1008 K St.
Roseville	H. T. Harger
Martinez	John G. Beard
Tracy	R. Von Dack & Son
Livermore	C. Harlie Power
San Jose	R. Kocher & Son
San Jose	Cheney & Cheney

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 10 (H). That part reading one-fourth mile changed to read one-half mile

RULE 14 (D). As specified below, —— —— —— —— o, sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Between Oakland, 16th Street Station and Shellmound Tower, trains on Track No. 2.

Newark }
Santa Clara } Trains on Elmhurst-Santa Clara line.

RULE 14 (E). As specified below, —— —— —— —— —— —— sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Between San Pablo and Oakland, 16th Street Station, trains on Track No. 1.
Between Port Costa and Vallejo Junction, trains on Working Track.
Elmhurst }
Newark } Trains on Elmhurst-Santa Clara line.
Santa Clara }
Niles, trains on Milpitas line.
Napa Junction, trains on Santa Rosa line.
Suisun-Fairfield, trains on Napa Junction line.
Davis, trains on Woodland line.

RULE 14 (L). In sounding steam whistle, signal must be so given that the last blast of the whistle will end as engine almost reaches the crossing. This in addition to signal as specified by Rule 14-L. Changed to—— o o——sounds of whistle.

Signal should be repeated as indicated above for:

(a) All outlying public highway grade crossings by all trains;
(b) In the smaller towns for crossings of dense travel or restricted vision not protected by flagman or gates and when train is not required to stop nor restricted by ordinance to run at slow speed.

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D-72 AND 73. Trains between Oakland Pier and Elmhurst will move irrespective of superiority, when moving with the current of traffic. Freight trains must avoid delaying passenger trains. Freight trains or Yard Engines must not leave West Oakland unless they have five minutes or more to clear a first class train moving in the same direction.

RULE 83 (A)

At the following stations, only trains originating and terminating will register:

Davis.
Winters
Schellville.
Livermore.
Martinez.
Avon, also No. 146.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Elmhurst	Regular trains
Niles	Nos. 79 and 80
Newark	Nos. 73 and 74
Redwood Junction	All trains
Port Costa	No. 51

RULE 83 (C)

Extra trains will register at Niles, Newark, Port Costa, Benicia, Napa Junction.

RULE 83 (D). Trains must obtain a clearance card before leaving:

Port Costa	(except eastward trains via Benicia)
Benicia	eastward trains
Niles Newark	all trains.
Napa Junction	when such station is an open train-order office.
Schellville . . . No 291	when such station is an open train-order office.

If the date of a clearance card is incorrect trains will not stop for another clearance card.

If the date is omitted trains will stop for a new clearance card, reporting to the chief dispatcher.

When the head end of a train misses Form 19 train orders and clearance card as train order office is passed, the operator will not make delivery to the rear end and will make every effort to stop the train by giving stop signals.

In case either end of a train misses the orders or clearance card, the operator will notify the dispatcher and make telegraphic report to the chief dispatcher.

RULE 93. Oakland Yard: Between Oakland Pier and yard limit signs east of Elmhurst on Elmhurst-Tracy and Elmhurst-Santa Clara Lines; Stonehurst; San Pablo, including Richmond Transfer and Richmond Belt Railway; and East Bay Electric lines.

Yard limits are defined by yard limit signs at the following stations:

Port Costa
Benicia
Suisun-Fairfield
Davis
Sacramento
South Vallejo
Napa Junction
Napa
Niles
Newark

RULE D 97 (A). On double track trains may run extra, moving with the current of traffic without running orders between Oakland Pier and Sacramento; Oakland Pier and Elmhurst.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS WILL BE AS FOLLOWS:

Elmhurst (end of double track)—For Eastward track
Whistle Signals:—For Santa Clara line, —— o.
For Tracy line. —— o ——.
For Stonehurst line, o —— ——

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED:

Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Line, **STOP.**
Napa Valley Railway, 3600 feet east of Napa Junction on Calistoga Line, **STOP.**
N. W. Pac. Railway, 2200 feet west of Schellville, **STOP.**
N. W. Pac. Railway, 1000 feet west of Yulupa, **STOP.**
Napa Valley Railway, 3200 feet west of Union, on Buchli-Union Line, **STOP**
Napa Valley Railway, 600 feet west of Napa, on Calistoga Line, **STOP.**
San Francisco & Sacramento Railway, 4000 feet east of Hookston on Avon-Radum Line, **STOP.**
Western Pacific Railway, between Elmhurst and Stonehurst. **STOP.**

DRAWBRIDGES INTERLOCKED WITH OR GOVERNED BY SEMAPHORE SIGNALS:

Sacramento	Sacramento River.
Cygnus	Cordelia Slough.
Avon	Pacheco Slough.
Dumbarton	San Francisco Bay.
West of Newark	Newark Slough.
Between Albrae and Alviso	Warm Springs Creek. Coyote Creek.
Brazos	Napa River.

DRAWBRIDGES NOT INTERLOCKED:

700 feet east of Napa.—Napa River, STOP.
1000 feet west of Wingo Junction switch.—Steamboat Slough, STOP.

RULE 99. Will ordinarily be regarded as observed in the protection of the rear end of first class trains standing at station platforms at Fruitvale, Oakland (1st St.), Oakland (16th St.), Berkeley (Univ. Ave.), Port Costa, Benicia and Davis, when flagman takes position 30 feet to the rear of the train, providing no following first class schedule of the same direction, or section thereof, is due by timetable. If stop is longer than usual, or weather is obscured by fog or storm, or other circumstances make it necessary to increase the distance to insure safety, flagman must go back a sufficient distance to insure full protection.

RULE D-152. Within block signal limits, after switches of a cross-over are thrown, wait five minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant, but Rule 99 must be complied with.

RULE 221. That portion of Rule 221 reading “Train-order office hours will be shown in the time-table” is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlaps are located at:

Ramal (2000 feet east)	Westward trains.
Bay Point	Eastward trains.
Nichols (150 ft. east of west switch)	**Eastward trains.**
Newark (500 feet west of east switch, Elmhurst-Santa Clara Line	Westward trains.
Shinn (2100 feet west of east switch)	Westward trains.
Wayne (Highway Crossing)	**Eastward trains.**
Livermore (1275 feet east of signal, 473)	Westward trains.
Livermore (850 feet west of signal, 470)	**Eastward trains.**

Overlap posts are painted white at the top and black at the base and are about six feet high.

Before entering block signal limits at Buchli, trains from Buchli-Union line must set junction switch for that line. If no obstruction in the block, signal will indicate “proceed.”

Before entering block signal limits at Ramal, trains from the Wingo line must set junction switch for that line. If no obstruction in the block, signal will indicate “proceed.”

RULE 873. DESCENDING LONG GRADES: This applies between Midway and Ulmar, Pleasanton and Niles, Cordelia and Napa Junction.

RULE 875. Running air brake test must be made:

One mile east of Benicia—Westward trains.
Oakland, 16th St.—Westward trains for Oakland Pier.
Also Equipment being handled between Oakland Pier and West Oakland.

At Davis Rules 16 and 875 will not apply to a passenger train from the Woodland Line unless the brake pipe has been separated, engine or cars added or crews changed.

RULE 876. Standing air brake test must be made at:

Oakland Pier	Equipment for West Oakland
West Oakland	Equipment for Oakland Pier.
Altamont	All trains except passenger trains.
Napa Junction	Trains via Cordelia.
Cordelia	Eastward trains that stop.
Creston	All trains except passenger trains.

AUTOMATIC BLOCK SYSTEM

Between Buchli and Ramal train must wait ten minutes before following flagman.

When stopped by a block signal which governs movement over a draw-bridge train must be preceded by flagman.

INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard towermen may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic they must know that track to be used is clear of opposing engines and trains.

OAKLAND PIER TOWER

Limits extend eastward to signal bridge 102 on tracks 1, 2, 3 and 4; and to signal bridge 105 on tracks 5, 6, 7, 8, 9 and 10.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier is a double arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering track occupied by cars. Responsibility for collision will rest with train entering.

SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 201.

Yard engines must obtain permission from signalman before doing work on Cedar Street.

Whistle signal for movement to West Oakland yard: —— o.

Enginemen and trainmen on electric trains may accept hand signal from tower window to move against fixed signals.

SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: —— o.

WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 111 to signal bridge 112.

Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving signal.

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing; on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

FRUITVALE TOWER—Fruitvale

Limits on main tracks extend from signal bridge 123 to signal bridge 127.

PORT COSTA TOWER—End of double track—Port Costa

Limits extend from home signal 50 feet east of double track junction switch to dwarf signal 400 feet on westward track and to home signal 600 feet on eastward main track.

DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower; on Woodland line to signal bridge 1200 feet north of tower.

Whistle signal to and from Sacramento, for the Woodland line, —— o.

Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, —— o ——.

SPECIAL INSTRUCTIONS.

MIKON TOWER—Crossing Sacramento-Northern Railway

Limits extend from home signal 500 feet west of crossing to home signal 500 feet east of crossing.

RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home signal at west Wye switch to home signal at east Wye switch and on Radum-Avon line to home signal at Wye switch.

No signalman at Radum Tower.

Normal position of the interlocking signals for the Niles-Tracy line and Western Pacific main track will be in proceed position in both directions.

If necessary to make a train movement from Niles-Tracy line to Radum-Avon line, or vice versa, it will be necessary to call the signal maintainer who resides on opposite side of track from the tower. He will operate signals and switches for such movements.

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the plant.

NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from home signal 1000 feet west of Western Pacific crossing to home signal at Wye switches on Niles-San Jose and Centerville-Redwood Jct. lines, respectively.

Whistle signals:
For San Jose, ——— o.
For Centerville ——— o ———.
For Niles o ——— o.
Engines leaving trains and running light into Niles Yard for water o —— o ——.

SIDINGS

1. BAY POINT.—Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.

2. NEWARK.—The siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

3. LIVERMORE—Eastward siding is opposite station extending 4600 feet westward.

Westward siding is 2000 feet east of station extending 4000 feet eastward.

MISCELLANEOUS.

5. Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance shall both yardmen ride on the same platform.

6. Headlights of engines standing at the end of wharf at Oakland Pier must be concealed when steamers are entering slip. Headlights of eastward trains must be concealed while standing at Oakland Pier and must be dimmed until Oakland Pier tower has been passed.

7. A yard engine must be protected before crossing Western Pacific Ry. on Stonehurst Line and at Third and Fallon Streets, and San Francisco & Oakland Terminal Ry. at Ward Street on Shattuck Avenue Line and Parker Street on Ninth Street Line.

8. But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

9. Electric trains have preference over main line trains at Fruitvale.

10. Whistle signal 14 (*l*) must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

11. Trains standing on freight tracks Nos. 1 and 2 west of signal bridge 201 within limits of Sixteenth Street interlocking plant need not protect. Trains must approach and move within these limits expecting to find tracks occupied by other trains.

12. The working track between Port Costa and Vallejo Junction may be used by westward freight trains, displaying markers as per Rule D-19, same as though running against current of traffic.

13. Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield Line and go around via the Calistoga Line.

14. Between the hours of 9 P. M. and 6 A. M. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

It is unlawful to switch a car or engine on or across any public highway in the city of Napa unless a flagman is stationed at the crossing, and he must remain there until switching is completed.

15. Trains must not pass the switchtender's cabin at east end of Sacramento River bridge; Sixth, Seventh and Fifteenth Streets Sacramento, without receiving signal to proceed

TRAINS USING BENICIA FERRY WILL BE GOVERNED BY FOLLOWING REGULATIONS:

20. All trains will take down markers before loading on steamers at Port Costa and Benicia and will not replace markers until unloaded from steamers.

21. When loading or unloading steamer at Port Costa or Benicia, engines with or without cars will reduce speed to 6 miles per hour, this rate of speed to apply as soon as cars or engine commence moving on apron, and when unloading not to be exceeded until cars or engine are clear of apron.

22. Engines standing at end of apron awaiting transfer on steamer must have headlights concealed whenever reflection is directly over apron into slip.

23. While engines are standing on steamer, driving wheels must be blocked, and injector must not be opened. Engines must not be placed over the hatches to engine room.

PASSENGER TRAINS

24. Head brakeman must ride rear end of first cut onto steamer and set brakes, when rear car is a coach or a sleeper.

Rear brakeman must ride head end of second cut onto steamer and set brakes.

Yardmen must ride head ends of third and fourth cuts, and set brakes.

However, if head cut consists entirely of head-end cars, head brakeman will ride head end of second cut, rear brakeman will ride head end of third cut, and yardmen will ride head end of fourth cut.

25. When each cut has stopped on steamer, trainmen must open vestibule doors and traps and keep them in that position until steamer has landed. Passengers must be cautioned against leaning out of windows or vestibule doors and must be kept off platform while trains are moving on or off steamer. Vestibule tail gates must be kept in proper position.

Before trains are moved on or off steamer air test must be made as follows:

When yard engine couples to second, third or fourth cuts of a train to push on steamer, tail hose must be attached to leading car and a reduction of air must be made through tail hose—enginemen to observe reduction of air before releasing brakes. Rear end test not necessary for head portion of train handled on and off steamer by road engine. In moving off the steamer rear end test must be made on portions of train pulled off by yard engine. Not necessary to make rear end test on portions of train pushed off by yard engine.

26. Trains to and from ferry steamer will make station stops at Port Costa for exchange of passengers, baggage, mail and express.

FREIGHT TRAINS

27. Before pushing a cut of cars onto steamer each car must be connected with the engine by air. Yardmen must assure themselves that air brakes are working through entire cut of cars before pushing cut onto steamer by making air test as provided in Rule 17, Air Brake Rules.

28. Yard engine when pushing cut of cars onto steamer must stop the forward end of cut two car lengths from the further end of steamer, when yardman must apply pilot hose. They will then push as far as necessary, yardman to walk with cut of cars so he can apply the air should an emergency arise. A pilot hose will be placed on each end of the steamer for this purpose.

29. Brakemen must assist deck hands in setting hand brakes when loading steamer and will see that hand brakes are released when unloading. Yardmen are not required to set hand brakes, except in emergency.

MAIN TRACKS

30. Main tracks between Oakland Pier and Bay Street (Oakland) numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street)
4—Eastward Electric Trains, via Oakland (Sixteenth Street).
5—Westward Electric Trains, via Seventh Street.
6—Eastward Electric Trains, via Seventh Street.
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

No. 1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.
5—Westward Electric Trains.
6—Eastward Electric Trains.

Main tracks between Shellmound Tower and San Pablo numbering from the Bay, are designated as 1. 2, and 3, and used as follows:

Track No. 1 is the first track from the Bay, and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains displaying markers as per Rule D-19 the same as though running against the current of traffic.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Tracks between East Oakland and Sather will be designated as 1, 2, 3, and 4 and used as follows:

No. 1—Westward Electric Trains.
2—Eastward Electric Trains.
3—Westward Steam Trains.
4—Eastward Steam Trains

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS IS RESTRICTED TO 50 MILES PER HOUR EXCEPT; BETWEEN SACRAMENTO AND SUISUN-FAIRFIELD, GIANT AND BERKELEY UNIVERSITY AVENUE AND TRACY AND EAST SWITCH BAY POINT SPEED OF PASSENGER TRAINS IS RESTRICTED TO 60 MILES PER HOUR.

SPEED OF FREIGHT AND MIXED TRAINS IS RESTRICTED TO 35 MILES PER HOUR EXCEPT: BETWEEN SACRAMENTO AND SUISUN-FAIRFIELD, GIANT AND BERKELEY UNIVERSITY AVENUE AND TRACY AND EAST SWITCH BAY POINT SPEED OF FREIGHT AND MIXED TRAINS IS RESTRICTED TO 40 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN IN THE FOLLOWING RESTRICTIONS:

Page	BETWEEN	Passenger	Freight	Run'g Back'd
.....	Through interlocking limits, with caution	....	....	....
.....	Through Cross-overs and turnouts............	10	10	10
.....	When shoving or backing passenger equipment	15	....	15
2, 3, 4, 5	Oakland, within city limits, over, along or upon any of the public streets or highways	22	22	20
2, 3, 4, 5	Within limits Shellmound Tower	40	25	15
2, 3, 4, 5	Berkeley, University Ave..................	10	10	10
3	No. 9 passing Richmond....................	12	....	....
2, 3, 4, 5	San Pablo and Oakland, 16th St., on Track No. 1	....	15	....
2, 3, 4, 5	Krieger and Port Costa on curves..........	40	30	20
2, 3, 4, 5	On curve at slide just west of Selby	30	20	10
2, 3, 4, 5	Port Costa and Vallejo Junction on working track	....	15	....
6, 7	Benicia and M. P. 36, except	45	25	20
6, 7	M. P. 34 and M. P. 36 on curves	40	30	20
6, 7	Suisun-Fairfield Yard......................	30	20	10
6, 7	Dixon, upon or along railroad track in said town	30	30	20
6, 7	Davis Yard................................	30	20	10
6, 7	Trestles 81-A, 83-A, 83-B and 84-A Webster and Mikon	50	....	....
6, 7	Sacramento Northern Ry. Crossing.........	40	25	15
6, 7	Washington, within city limits.............	8	8	8
6, 7	Sacramento drawbridge.....................	6	6	6
6, 7	Sacramento, within city limits.............	15	15	10
8, 9	Port Costa and Martinez....................	45	30	20
8, 9	Martinez, within city limits...............	20	20	20
8, 9	Pittsburg, within city limits..............	25	25	20
10, 11	Oakland, within city limits, over, along or upon any of the public streets or highways ...	22	22	20
10, 11	Oakland, 23rd Avenue.......................	8	8	8
10, 11	Oakland, 29th Ave..........................	20	20	20
10, 11	Halvern and Alvarado.......................	10	10	10
10, 11	Niles and M. P. 34.5, except...............	35	25	15
	Between Curve Warning Signs...............	30	25	10
10, 11	Pleasanton, within city limits.............	15	15	15
10, 11	Livermore, within city limits..............	10	10	10
10, 11	Mile Post 52 and Mile Post 53.5...........	30	25	15
10, 11	Mile Post 53.5 and Mile Post 55.5.........	40	25	15
10, 11	Mile Post 55.5 and Mile Post 58.5.........	30	25	15
10, 11	Mile Post 58.5 and Mile Post 61, except.....	35	25	15
	On 8° Curve West end Cayley Siding........	30	25	15
10, 11	Mile Post 61 and Midway...................	40	25	15
12	Newark and Redwood Junction, except;.....	30	20	15
12	Newark Slough and Dumbartondrawbridges..	15	15	10
12	Dumbarton Salt Spur.......................	8	8	8
12	Ravenswood Spur...........................	8	8	8
12	San Jose Yard..............................	20	20	20
13	Newark Yard................................	15	15	15
13	On Curve ¼ mile east M. P. 29.............	40	25	15
13	Warm Springs and Coyote drawbridges......	15	15	10
13	Alviso, within city limits.................	35	25	15
13	Distillery Spur, Agnews....................		6	6
14, 15	South Vallejo and Napa Jct.................		30	20
14, 15	Napa Junction and Napa.....................	40	25	20
14, 15	Napa, within city limits...................	8	8	8
14, 15	Napa and Calistoga, except;................	40	25	20
14, 15	St. Helena, within city limits.............	12	12	12
16	Napa Junction and Cordelia.................	40	25	20
16	Cordelia Winery Spur.......................	10	10	10
16	Cordelia and Suisun-Fairfield..............		25	20
16	Napa Junction and Santa Rosa, except;.......	40	25	20
16	Napa River drawbridge.....................	15	15	10
16	Ramal, on curve	30	15	15
16	Eldridge and Warfield on 10° curves.........	25	15	15
16	Annadel and Santa Rosa on 10° curves........	25	15	15
16	Santa Rosa within city limits..............	5	5	5
17	Avon and Concord	30	18	15
17	Concord and Alamo, except;.................	30	25	15
	On 10° curves at Walnut Creek and between M.P. 49.5 and M.P. 50	12	12	12
17	Alamo and San Ramon	30	18	15
17	San Ramon and Radum........................	40	25	20
18	Elmira and Violet..........................	40	25	20
18	Violet and Rumsey, except...................	30	25	20
18	Capay, within city limits..................	10	10	10
18	Buchli and Union...........................	30	20	15
18	Ramal and Wingo............................	10	10	10

Continued on page 21

SPEED RESTRICTIONS—continued.

Relief Trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

Approach crossing of Seventh Street, near Roundhouse, West Oakland, carefully to make sure gates are down and vehicle traffic stopped.

Engines must not exceed speed of 4 miles per hour over crossing at stationary boilers West Oakland roundhouse.

(Except as noted on page 20.)	LIGHT ENGINES Running Forward	LIGHT ENGINES Running Backward	(Except as noted on page 20.)	LIGHT ENGINES Running Forward	LIGHT ENGINES Running Backward
Engine 3600	45	20	Mogul	30	20
Pacific Type	40	20	Atlantic Type	40	20
Mikado	40	20	Consolidation	30	20
Eight Wheelers	45	20	Mallet	25	20
Ten Wheelers	45	20	Yard Engines	20	20
	Running Forward	Running Backward			
Motor Cars	40	20			

The maximum speed when trailing through or heading through spring switches is 25 miles per hour.

Train trailing through and stopping on switch point must not make reverse movement, nor take slack until switch has been thrown by hand.

When necessary to throw switch by hand, the switch stand should be operated slowly, keeping a steady pressure on drop lever.

Running switches are prohibited through any spring switch.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

Consolidation freight engines, Mikado engines, Mogul engines and Mallet engines 4200 to 4211 inclusive must not exceed speed of forty miles per hour when used in passenger service.

Maximum allowable speed of 2-10-2 Locomotive in Passenger Service will be as follows:

(a) on tangent track, 45 miles an hour;

(b) Type F-1: Restricted to same speeds on curves as are generally applicable to other passenger power;

(c) Type F-3, F-4, F-5: S. P.-1 and S. P.-2: Restricted to 28 miles an hour on curves of 7 to 10 degrees, inclusive; on lighter curves subject to same restrictions as are applicable to locomotives of lighter type.

The above are prescribed as maximum speeds, to be suitably reduced as local conditions may require.

STRUCTURES LESS THAN STANDARD CLEARANCE.

OAKLAND PIER—TRACY VIA PORT COSTA

Mile Post	EAST OF	DESCRIPTION	
	Oakland Pier	Posts supporting shed Freight Slip	Side Side
5.5	Oakland, 16th St.	Structures of Pacific Coast Canning Co.	Side
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205	Side
6.6	Emeryville	Umbrella Sheds	Side
6.6	Emeryville	Structures on Judson siding	Side
6.6	Emeryville	Transmission Pole 1770 near switch leading to Judson Iron Works.	Side
6.6	Emeryville	Machine shops Judson Iron Works	Overhead and Side
6.6	Emeryville	Umphred Warehouse	Side
7.5	Stock Yards	Corral platform	Side
7.5	Stock Yards	Fertilizer spur	Side
13.1	Stege	Buildings end of track No. 2	Side
14.5	Richmond	A. T. & S. F. Crossing	Overhead and Side
16.5	San Pablo	A. T. & S. F. Crossing	Overhead and Side
16.6	San Pablo	Eastward & Westward Water Columns	Side
19.3	Giant	Wagon bridge	Overhead and Side
26.5	Oleum	Loading racks, Union Oil Co.	Side
26.7	Oleum	Tunnel No. 1	Overhead and Side
27.7	Tormey	Tunnel No. 2	Overhead and Side
29.0	Crockett	Sugar Co. warehouse	Side
29.0	Crockett	Cal. Haw. S. R. Co.	Overhead
30.1	Eckley	Platforms of brick company	Side
30.5	Port Costa	Buildings; Bankers, California and Grangers Warehouse	Side
31.8	Nevada Dock	Platforms of brick company	Side
31.8	Nevada Dock	Long and short cable, empty and house track No. 1	Side
34.7	Martinez	Warehouse Anderson Co.—cars to be left outside.	Overhead and Side
43.2	Nichols	Wagon Bridge	Overhead
43.2	Nichols	A. T. & S. F. Ry. crossing	Overhead and Side
43.2	Nichols	General Chemical Co., ore house on spur	Side
48.9	Pittsburg	Water tank spout	Side
61.7	Brentwood	Water tank spout	Side

PORT COSTA—SACRAMENTO

Mile Post	EAST OF	DESCRIPTION	
	Stmr. Contra Costa		Overhead and Side
	Stmr. Solano		Overhead and Side
32.4	Benicia	Apron sheds and tracks	Side
38.0	Goodyear	Water tank spout	Side
59.4	Elmira	Warehouse	Side

OAKLAND PIER—TRACY VIA NILES

Mile Post	EAST OF	DESCRIPTION	
	Alameda	Park Street crossing, wires	Overhead
	Oakland Pier	Posts supporting shed	Side
4.9	West Oakland	Buildings and platforms at Creosote Works	Overhead and Side
4.9	West Oakland	Freight platforms and tracks, Kirkham St. freight yards	Side
7.0	Oakland, 1st St.	Warehouse track, Howard Co.	Side
7.2	Oakland, 1st St.	Buildings Sunset Lumber Co.	Overhead and Side
9.0	23rd Avenue	Pacific Wire and Steel Co. spur	Side
9.0	23rd Avenue	California Cotton Mills	Overhead and Side
9.0	23rd Avenue	California Pottery Co., spur and buildings	Side
9.7	Fruitvale	Steel bridge over estuary	Wires Overhead and Side
10.3	Sather	Chlorox Chemical Company spur	Overhead and Side
20.1	Hayward	Hunt Bros., Canneries	Side
29.2	Niles	New Bunkers of Niles Sand and Gravel Co.	Side
42.4	Remillard	Platform and Shed, Remillard Brick Co.	Side
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track	Overhead and Side

ELMHURST—SANTA CLARA

Mile Post	EAST OF	DESCRIPTION	
41.7	Agnew	Track leading into distillery	Overhead and Side

AVON—RADUM

Mile Post	EAST OF	DESCRIPTION	
44.6	Nacio	Bridge	Overhead and Side
45.8	Las Juntas	Trolley wire, Interchange track	Overhead
47.5	Oxley	Bridge	Overhead and Side
49.2	Walnut Creek	Bridge	Overhead and Side
57.0	Osage	Bridge	Overhead and Sides
66.4	Asco	Beet loading chute	Sides

SUISUN-FAIRFIELD AND SOUTH VALLEJO—SANTA ROSA—CALISTOGA

Mile Post	EAST OF	DESCRIPTION	
37.3	Napa Jct.	Sheds over platforms on the two northerly spurs of Portland Cement Co.	Overhead and Side
46.2	Thomasson	E. B. & A. L. Stone Co., rock crushing plant center track (spur)	Overhead and Side
62.1	Thoman	Fence, Sutter Home Winery	Side
53.7	El Verano	Water tank spout	Side
74.0	Santa Rosa	Water tank spout	Side
74.0	Santa Rosa	Cars standing on west end of back track at Santa Rosa will not clear man on side of car being switched on west end of siding.	
45.5	Napa	Water tank spout	Side
54.0	Yountville	Water tank spout	Side
67.5	Bale	Water tank spout	Side
71.7	Calistoga	Water tank spout	Side

ELMIRA—RUMSEY

Mile Post	EAST OF	DESCRIPTION	
76.0	Winters	Fruit shed	Overhead and Side
76.0	Winters	Water tank spout	Side
110.5	Rumsey	Water tank spout	Side

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. H. B. Graham	Aurist.
San Francisco	Dr. W. F. Blake	Oculist.
Oakland	Dr. O. D. Hamlin	Division Surgeon.
Oakland	Dr. F. H. Tebbe	Assistant Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
West Oakland	Dr. J. I. Vickerson	District Surgeon.
Oakland (Central).	Dr. Harry H. Appledorn	District Surgeon.
Oakland (North).	Dr. L. E. Kindall	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	Assistant Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
South Vallejo	Dr. E. A. Peterson	District Surgeon.
Napa	Dr. H. R. Coleman	District Surgeon.
St. Helena	Dr. M. M. Booth	Emergency Surgeon.
Calistoga	Dr. W. L. Blodgett	District Surgeon.
Sonoma	Dr. J. D. Finnerty	Emergency Surgeon.
Santa Rosa	Dr. A. B. Herrick	District Surgeon.
Port Costa	Dr. P. B. Fry	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Concord	Dr. Geo. McKenzie	Emergency Surgeon.
Walnut Creek	Dr. C. R. Leach	Emergency Surgeon.
Danville	Dr. H. C. Gifford	Emergency Surgeon.
Pittsburg	Dr. H. E. Peters	District Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Brentwood	Dr. N. C. MacLafferty	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Benicia	Dr. P. B. Fry	District Surgeon.
Suisun	Dr. S. J. Bransford	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Winters	Dr. H. R. King	District Surgeon.
Esparto	Dr. F. P. McManus	Emergency Surgeon.
Dixon	Dr. F. Stolle	District Surgeon.
Davis	Dr. W. E. Bates	District Surgeon.
Davis	Dr. T. E. Cooper	Assistant Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Alameda	Dr. M. W. Brown	District Surgeon.
Alameda	Dr. W. O. Smith	Assistant Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. C. Hatteroth	District Surgeon.
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. L. E. Lacey	Assistant Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Elmhurst	Dr. Phil. H. Weber	District Surgeon.
San Leandro	Dr. C. H. Miller	District Surgeon.
Hayward	Dr. F. W. Browning	District Surgeon.
Niles—Centerville	Dr. John M. Adams	District Surgeon.
Pleasanton	Dr. J. Hal Cope	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. Harry J. Arnold	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
San Jose	Dr. D. A. Beattie	Consulting Surgeon.
Tracy	Dr. Allan R. Powers	District Surgeon.
Tracy	Dr. J. A. Smither	Assistant Surgeon

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS.

WEST OAKLAND
EAST OAKLAND.
FRUITVALE.
ALAMEDA.
BERKELEY.
RICHMOND.
NILES.
PLEASANTON.
LIVERMORE.
SANTA CLARA.
SAN JOSE
PORT COSTA.
MARTINEZ.
ANTIOCH.
CONCORD.
TRACY.
SANTA ROSA.
CALISTOGA.
NAPA.
SOUTH VALLEJO.
BENICIA.
SUISUN-FAIRFIELD.
VACAVILLE
WINTERS.
DIXON.
DAVIS.

HOSPITALS.

GENERAL HOSPITAL....SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL....SACRAMENTO
S. P. EMERGENCY HOSPITAL....WEST OAKLAND

RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Benicia	Oakland and San Jose via Niles Niles and Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Napa Jct. and Santa Rosa Calistoga to Napa Jct.	Oakland and Tracy via Antioch Oakland and Santa Clara
E-2	E-69 18/24 59	1375,	150	1920	1710	670	710	490	690	870	2200
E-6	E-69 18/24 68	1406,	165	2140	1900	750	800	550	780	970	2450
E-3	E-69 18/24 60	1413	150	1940	1720	680	720	500	700	880	2220
E-23	E-73 20/24 92	1433 to 1458	190	2890	2570	1010	1080	750	1050	1310	3310
E-23	E-73 20/24 101-S										
E-24	E-69 18/26 73	1459 to 1463	165	2270	2020	800	850	610	850	1030	2600
E-25	E-63 18/26 72	1473	160	2380	2120	840	890	660	910	1080	2720
E-25	E-69 18/26 72	1470, 1472, 1477, 1478	160	2190	1950	770	820	580	810	990	2510
M-4	M-63 20/28 126	1615 to 1719	190	3770	3370	1380	1460	1100	1500	1760	4300
M-4	M-63 20/28 135-S										
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	4600	4110	1680	1780	1340	1770	2140	5250
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803									
M-6	M-63 21/28 153-S	1823 to 1825									
M-9	M-63 21/28 150-S	1804 to 1822	210	4850	4330	1780	1890	1430	1820	2270	5540
M-9	M-63 21/28 156-S	1826, 1827									
T-14	T-57 18/24 73	2098	150	2300	2050	840	890	660	890	1070	2630
T-11	T-63 18/24 86	2127, 2129	160	2230	1990	790	840	600	830	1010	2560
T-10	T-57 18/24 86	2137 to 2151	160	2430	2160	860	910	670	930	1110	2780
T-9	T-57 18/24 83	2160 to 2165, 2171, 2173									
T-9	T-57 18/24 96	2175, 2180	170	2590	2310	920	980	710	990	1180	2970
T-3	T-69 20/26 113	2212 to 2220	180	3070	2740	1080	1150	820	1150	1400	3520
T-2	T-63 19/24 105	2221 to 2234	160	2480	2210	870	920	650	920	1120	2840
T-1	T-63 20/26 112	2235 to 2273	180	3360	3000	1220	1290	960	1310	1560	3840
T-25	T-69 20/28 134	2275 to 2280	200	3690	3290	1310	1390	1010	1400	1680	4220
T-26	T-69 21/28 152-S	2283 to 2300	200	4240	3780	1530	1620	1180	1630	1960	4840
T-23	T-63 21/28 148-S	2301 to 2310	210	4850	4330	1780	1880	1420	1930	2260	5530
T-23	T-63 21/28 145-SF										
T-28	T-63 22/28 162-S	2311 to 2352	210	5300	4740	1950	2060	1560	2120	2480	6050
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	5410	4830	1990	2100	1550	2110	2520	6170
P-1,3,5	P-77 22/28 141-S	2400 to 2408, 2410 to 2413, 2415 to 2418, 2420, 2421, 2423 to	210	4370	3900	1560	1650	1190	1650	2000	5000
P-1	P-77 22/28 141-SF	2452, 2459, 2460									
P-1	P-77 22/28 160/B-54-S	2400 to 2408, 2410 to 2413, 2415 to 2418, 2420, 2421, 2423 to	210	4800	4300	1620	1710	1300	1800	2200	5500
P-1	P-77 22/28 163/B-54-SF	2427									
P-4	P-77 23/28 161/B-56-SF	2409, 2414, 2419, 2422	210	5200	4600	1730	1840	1400	1950	2350	5950
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2860	210	5860	5240	2160	2280	1760	2380	2740	6680
C-9, 10	C-57 22/30 194-S										
C-8	C-57 22/30 192-S	2698 to 2751									
C-5	C-57 22/30 187-S	2624 to 2679									
C-5	C-57 22/30 185-S	2680 to 2693									
C-5	C-57 22/30 180	2624 to 2679	200	5210	4650	1910	2020	1540	2100	2420	5950
C-5	C-57 22/30 178	2680 to 2693									
C-4	C-57 22/34 183-S	2612 to 2623	190	5500	4910	2000	2120	1640	2220	2510	6270
C-2	C-57 22/34 180-S	2600 to 2611									
C-4	C-57 22/34 176	2612 to 2623	185	5030	4500	1820	1930	1490	2030	2310	5750
C-2	C-57 22/34 172	2600 to 2611									
TW-3	TW 50 20/26 120	2932 to 2945	170	3710	3320	1360	1440	1100	1500	1730	4240
TW-2	TW 50 20/26 118	2946 to 2953									
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071	210	3470	3090	1220	1290	890	1260	1570	3980
A-3	A-81 20/28 116-SF										
A-3	A-81 20/28 116-B, 59-S	3025 to 3040, 3042 to 3071	210	3800	3700	1340	1480	1150	1570	1800	3980
A-3	A-73 20/28 111-S	3041	210	3790	3380	1340	1430	1020	1430	1730	4350
A-3	A-81 20/28 120/B-64SF	3025 to 3040, 3042 to 3071	210	3800	3700	1340	1480	1150	1570	1800	3980
MM-2	MM63 $\frac{25-38}{28}$ 320	4200 to 4211	200	8000	7800	3200	3400	......	......	......	8000
MM-2	MM63 $\frac{25-38}{28}$ 320-SF	4200 to 4211									
Allowance for Empty and Underloaded Cars—Ms.		Less than 40 Ms.		6	6	3	3	3	3	3	6
		40 to 50 Ms.		3	3	0	0	0	0	0	3
		More than 50 Ms.		0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"MM"—Mallet Mogul
"M"—Moguls
"TW"—Twelve-wheelers
"E"—Eight-wheelers
"P"—Pacific Type
"A"—Atlantic Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}\text{187}$$

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Class	All Steel	Steel Underframe	Wood
Baggage 60 ft.	92,100	......	......
Baggage 66 ft.	127,400	......	......
Baggage 70 ft.	121,300	......	......
Baggage		......	77,600
Baggage (Dynamo)	102,700	......	......
Baggage and Mail 60 ft.	102,200	......	......
Baggage and Mail 69 ft.	123,900	......	......
Baggage and Mail 70 ft.	127,500	......	......
Baggage and Mail	......	97,800	78,600
Baggage and Passenger	117,250	......	72,300
Baggage—(CM&StP)	125,000	......	......
Express Refr. (NP RR)	......	74,000	60,000
" " (GN RR)	......	......	70,000
" " (A.R.E.) No. 40- 154	......	78,000	......
" " " No. 155- 224	......	89,000	......
" " " No. 500- 506	......	110,000	......
" " " No.1101-1175	......	85,000	......
" " (P.F.E.) No. 500- 799	......	83,000	......
Tea and Silk	......	......	48,100
Express, Horse	129,300	......	79,400
Postal	112,000	......	......
Postal Storage 40 ft.	74,100	......	......
Postal Storage 60 ft.	105,100	......	......
Club	146,300	121,800	......
Official	170,500	137,300	101,700
Official (CM&StP)	141,000	......	......
Chair	101,700	......	84,800
Coaches 60 ft.	100,100	......	......
Coaches 70 ft.	136,800	......	......
Coaches 72 ft.	138,900	......	......
Coaches 72 ft., Interurban	120,000	......	......
Coaches (CM&StP)	133,000	......	......
Coaches	......	......	75,000
All-Day Lunch, Chair	100,500	......	......
All-Day Lunch, Coach	96,300	......	......
Cafe-Coach	......	......	117,200
Diner 70 ft.	......	134,900	129,000
Diner 72 ft.	154,400	146,900	133,500
Diner 77 ft.	153,300	156,600	......
Diner 79 ft.	167,500	......	......
Cafe-Observation	......	......	119,000
Observation	......	137,700	122,000
Pullman Observation	163,600	153,000	......
Pullman Parlor	155,600	147,500	......
Pullman Standard Sleeper	164,600	144,000	......
Pullman Tourist	140,600	133,000	......
CM&StP Tourist Sleeper	141,000	......	......

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Oakland to Port Costa	.12	6.0	.36%
Port Costa to Tracy	.24	5.0	.44%
Oakland to Niles	.75	.3	.76%
Niles to San Jose	.63	3.0	.73%
Niles to Tracy	1.0	8.6	1.43%
Redwood Jct. to Niles	.31	9.3	.78%
Elmhurst to Santa Clara	.43	5.0	.63%
Benicia to Sacramento	.41	.0	.41%
Port Costa to Oakland	.2	6.0	.44%
Tracy to Port Costa	.15	5.0	.35%
Niles to Oakland	.53	.5	.55%
San Jose to Niles	1.04	.0	1.04%
Tracy to Niles	1.0	8.5	1.42%
Niles to Redwood Jct.	.0	10.0	.50%
Santa Clara to Elmhurst	.4	3.0	.50%
Sacramento to Benicia	.64	2.5	.73%

TRAINMASTERS

H. L. KENT .... Oakland
V. S. BURNHAM .... Oakland
G. D. WRIGHT .... Suisun-Fairfield

D. BLAKE, Chief Dispatcher .... Oakland Pier
C. C. DAVISON, Asst. Chief Dispatcher.. Oakland Pier
T. R. GRIMSHAW, Asst. Chief Dispatcher, Oakland Pier

ROAD FOREMAN OF ENGINES

W. R. PARKER

DIVISION EXAMINER AND SUPERVISOR OF TOWERMEN AND CROSSING WATCHMEN

C. W. PERKINS

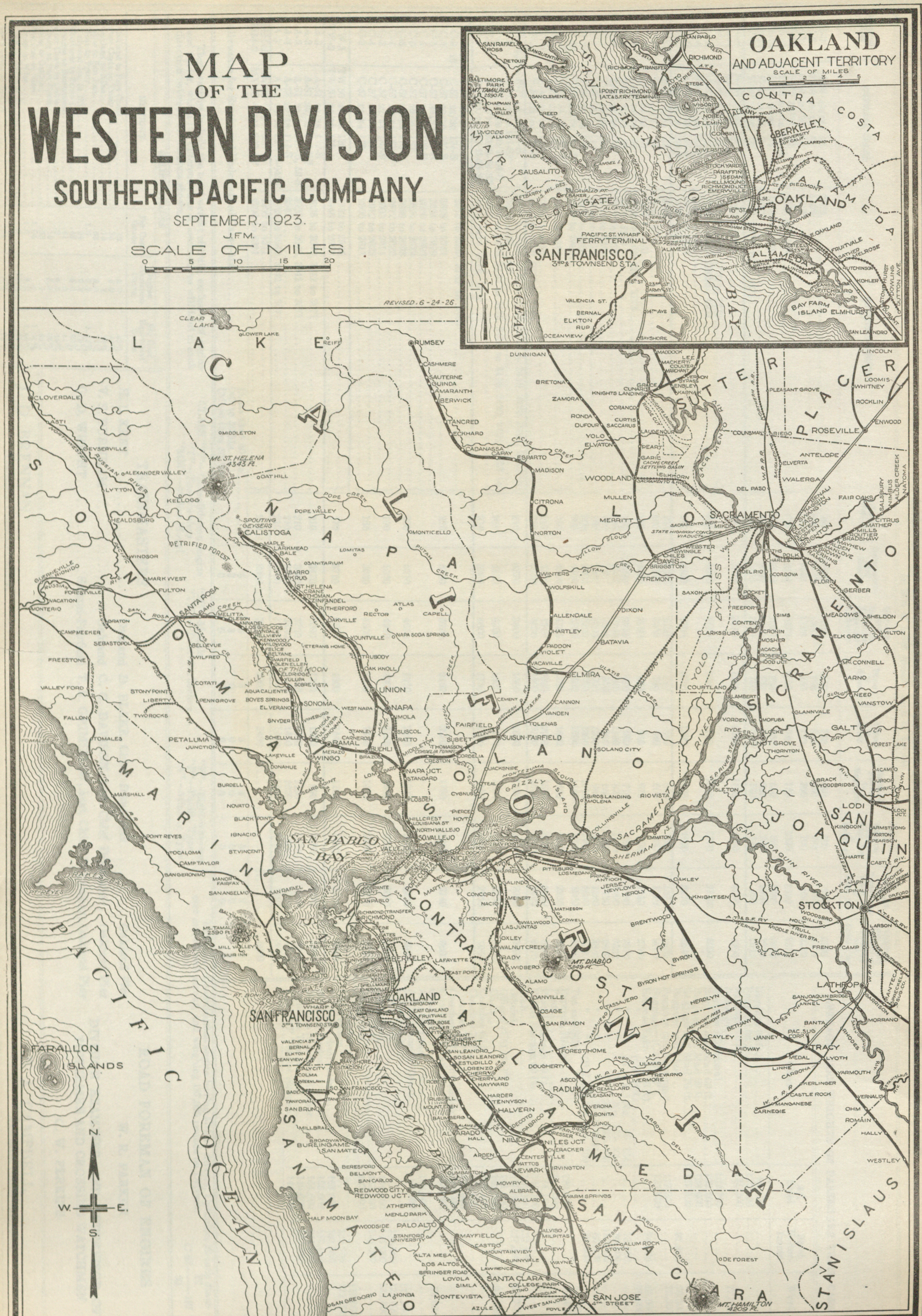
J. D. BRENNAN,
Assistant Superintendent.

B. A. CAMPBELL,
Assistant Superintendent.

MAP
OF THE
WESTERN DIVISION
SOUTHERN PACIFIC COMPANY

SEPTEMBER, 1923.

J.F.M.


SCALE OF MILES
0 5 10 15 20
REVISED 6-24-26
OAKLAND
AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5
CONTRA COSTA
ALAMEDA
SAN FRANCISCO BAY
PACIFIC OCEAN
GOLDEN GATE
SAN FRANCISCO 3RD & TOWNSEND STS.
PACIFIC ST. WHARF FERRY TERMINAL
BERKELEY
OAKLAND
ALAMEDA
RICHMOND
SAN RAFAEL
SAUSALITO
MT. TAMALPAIS 2590 FT.
SAN LEANDRO
BAY FARM ISLAND
ELMHURST
LAKE
COLUSA
SONOMA
NAPA
YOLO
SUTTER
PLACER
SACRAMENTO
SOLANO
MARIN
CONTRA COSTA
ALAMEDA
SAN JOAQUIN
SAN MATEO
SANTA CLARA
STANISLAUS
PACIFIC OCEAN
SAN PABLO BAY
SAN FRANCISCO BAY
CLEAR LAKE
LOWER LAKE
RUMSEY
CLOVERDALE
MIDDLETON
MT. ST. HELENA 4343 FT.
HEALDSBURG
CALISTOGA
SANTA ROSA
SEBASTOPOL
PETALUMA
SONOMA
NAPA
WOODLAND
SACRAMENTO
DAVIS
DIXON
WINTERS
VACAVILLE
ELMIRA
SUISUN-FAIRFIELD
BENICIA
VALLEJO
MARTINEZ
CONCORD
PITTSBURG
ANTIOCH
RIO VISTA
ROSEVILLE
LODI
GALT
STOCKTON
LATHROP
TRACY
MT. DIABLO 3849 FT.
WALNUT CREEK
DANVILLE
LIVERMORE
PLEASANTON
NILES
HAYWARD
NEWARK
SAN JOSE 4TH STREET
SANTA CLARA
PALO ALTO
REDWOOD CITY
SAN MATEO
BURLINGAME
HALF MOON BAY
MT. HAMILTON 4209 FT.
FARALLON ISLANDS
SAN JOAQUIN RIVER
SACRAMENTO RIVER
N.
W.
E.
S.